

STEAMBOAT BILL

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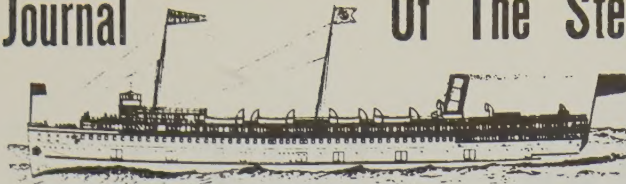


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Number 80

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We are happy to be able to announce, for the second issue in succession, that we have a new editor on the staff. And we are indeed fortunate that this new editor is Melancthon W. Jacobus of Hartford, Connecticut.

Mr. Jacobus is a member of that small band of marine historians who believe that the best way to secure authentic information is to dig for it in primary sources. As a result of three summers of research, he gave us in 1956 his The Connecticut River Steamboat Story and so made available the only comprehensive coverage of that important subject. Fortunately, he was not content, and is now engaged in the groundwork for a volume on Long Island Sound steamboating.

Mr. Jacobus was born in Hartford and is a graduate of Princeton, where he received in addition a master's degree in architecture. Becoming interested in teaching, he joined the faculty of Kingswood School in West Hartford in 1932 and there teaches mathematics and engineering drawing.

Now a commander in the naval reserve, he served during World War II in the Bureau of Aeronautics and the Office of Naval Research.

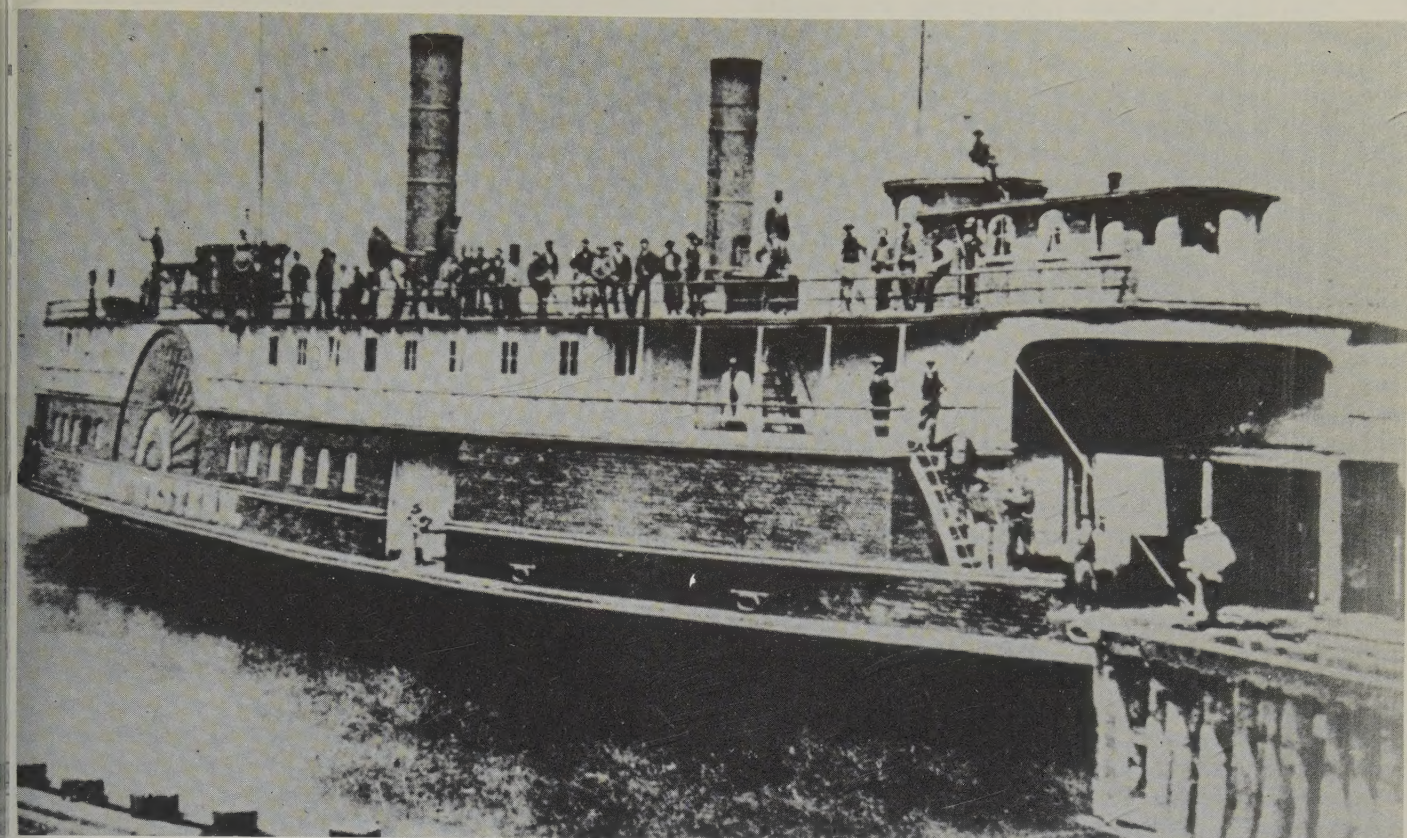
His hobby has long been history--particularly the history of transportation in the related fields of railroads, steamboats and steamships.

The front cover shows LANSLOWNE (see article, page 99) with her after pilot house which was later removed, a view provided by Father Dowling. Member John Blake of Chestnut Hill, Massachusetts, photographed our back cover view of the White Starliner OLYMPIC in 1935 from the deck of the first MAURETANIA.

Pilot House



High on a bluff at Calcite harbor on Lake Huron near Rogers City, Michigan, stands this pilot house of the Bradley Transportation Line self-unloader CALCITE. The pilot house was removed intact when CALCITE was scrapped at Conneaut last winter. Summer visitors may watch self-unloaders loading limestone in the harbor below, and may enter the pilot house to examine the radar and other instruments. Built by Detroit Shipbuilding Co. at Wyandotte in 1912, CALCITE was among the earliest to come out as a self-unloader. Her place in the U. S. Steel subsidiary this season was taken by CALCITE II a WILLIAM G. CLYDE, a converted ore ship. This photo was taken last September by Father Dowling, whose great help in illustrating this issue from his own collection will be noticeable in the pages that follow.



First of the Detroit River car ferries, the iron sidewheeler GREAT WESTERN of 1866 is shown here with upper cabins removed in 1882. --Collection of Rev. E. J. Dowling, S. J.

DETROIT RIVER CAR FERRIES OF THE CANADIAN NATIONAL RAILWAYS

By George W. Hilton

Car ferry operations of the Canadian National Railways and its predecessors have been conspicuous upon the Windsor and Detroit waterfronts for nearly a century.

This service originated with the Great Western Railway of Canada, which built the present CNR main line into Windsor in 1854. Like other Canadian railroads of the time, the Great Western was built to a gauge of 5'-6". Canadian authorities had adopted this gauge mainly to frustrate a possible American military invasion of Canada, but these fears subsided in later years. The Great Western could not exchange equipment with American railroads at Detroit which were built to the standard American and European gauge of 4'-8½". Thus at this time the Great Western had no reason to establish a car ferry crossing, and operated instead with break-bulk freight and passenger steamers until 1867.

Recognizing the impracticality of an off-standard gauge, the Great Western began laying a third rail along its tracks to begin dual-gauge operation. To provide interchange with the railroads at Detroit, it ordered its first car ferry, GREAT WESTERN Can. 80576.

GREAT WESTERN is frequently--but erroneously--said to have been the first Great Lakes car ferry. She was preceded by JOHN COUNTER Can. 33051 which operated in 1853-54 between Kingston, Ont., and Cape Vincent, N. Y., and by INTERNATIONAL 12070 which was built in 1857 for service between Buffalo and Fort Erie.

The iron hull of GREAT WESTERN was ordered from Barclay Curle & Co. of Glasgow, Scotland. This was fabricated and assembled on the Clyde, then knocked down and shipped in 10,878 pieces to Windsor and reassembled in the shipyard of Henry Jenking. The hull was launched Sept. 6, 1866, festooned with British and American flags.

GREAT WESTERN went into service Jan. 1, 1867, at the same time that the railway began mixed-gauge operation. She was a sidewheeler with pilot houses at each end and a long tubular housing over the car deck. By the standards of the day, GREAT WESTERN--with a length of 220 feet--was a ship of monstrous size, the largest iron ship on the lakes. At first she carried only freight cars, and she handled a dozen to sixteen cars on each trip.

The railway began converting its entire operations to the standard gauge in 1872 and completed this work in two years. Since this step permitted a great increase in interchange with American railroads, the company added three ships to its ferry fleet. The first was the wooden propeller ferry TRANSIT of ten-car capacity, built by Jenking in 1872 for the Windsor service. The second was the small ferry SAGINAW Can. 69524, also a wooden propeller steamer, but of only four-car capacity. SAGINAW was built at Port Huron in 1873 to inaugurate the Great Western car ferry line linking Port Huron, Mich., and Sarnia, Ont., on the St. Clair River just below Lake Huron. Occasionally SAGINAW also served at Windsor.

Neither of the propeller steamers was a success in winter operation. The railway management concluded that propellers were poorly adapted to icebreaking. Accordingly the wooden sidewheeler MICHIGAN was ordered from the Jenking yard. MICHIGAN was to be the largest ship on freshwater, and capable of handling a load of eighteen cars. When MICHIGAN was ready, the railway discontinued the break-bulk freight and passenger ferries. The high hopes for MICHIGAN were quickly frustrated, for her wooden hull proved to be too weak for working in the ice. The original ferry GREAT WESTERN remained the company's best winter boat.

The Great Western Railway was absorbed in 1882 by the leading Canadian railway of the day, the Grand Trunk. That year GREAT WESTERN went to the shipyard for removal of her deck housing, after which she operated with an open car deck in the fashion of the later Detroit River car ferries. For a short period the Grand Trunk ran all four Great Western car ferries, but was dissatisfied with the three wooden ships.

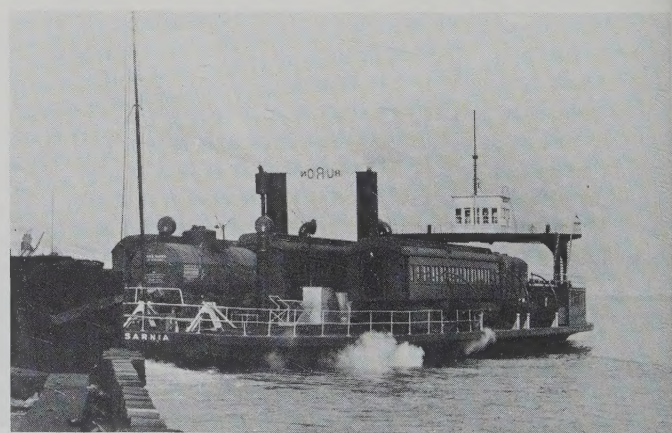
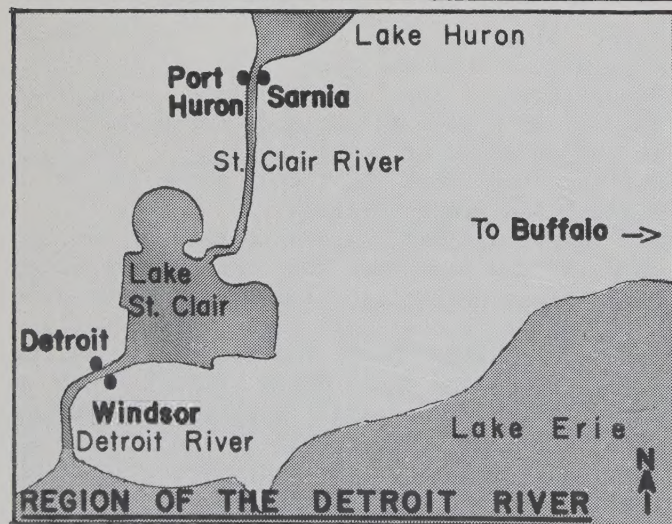
The Grand Trunk engaged the Detroit Dry Dock Company to build a new iron hull, which was completed in 1884. Upon this hull the Jenking shipyard placed the engines and much of the superstructure of MICHIGAN. The new car ferry was given the name of LANSLOWNE,

after the Marquess of Lansdowne who was the Governor-General of Canada at that time.

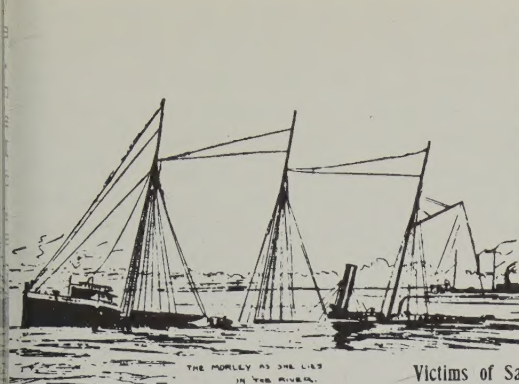
LANSLOWNE Can.88629 went into service in November, 1884, and was rapidly acclaimed a great success. C. K. Domville, mechanical superintendent of the Grand Trunk, reported to his superiors in the following February, "The LANSLOWNE has succeeded in making trips across the ice in faster time than any other boats crossing the river could have done under much more favorable circumstances, and has therefore shown herself to be what it was the object to make her, a first class ice boat." LANSLOWNE appeared with a pilot house at each end and with three stacks clustered abaft her wheels. A fourth stack was added in the port position aft during reboiling in 1903, and around 1912 her after pilot house was removed, bringing LANSLOWNE to her present appearance.

Upon the arrival of LANSLOWNE the Grand Trunk laid up TRANSIT and SAGINAW at Windsor. TRANSIT burned there in 1889, as did SAGINAW almost exactly three years later, on March 6, 1892, but SAGINAW was rebuilt as a wrecking steamer. After several years of service upon the Detroit and St. Clair rivers she was sold to E. A. Booth of Kingston, Ont., and she was reported abandoned there in 1940.

GREAT WESTERN and LANSLOWNE were the only Grand Trunk ferries serving the Windsor crossing until 1899. Poor visibility after dark accentuated the hazards faced by car ferries shuttling back and forth upon an increasingly crowded river. LANSLOWNE was proceeding upriver toward Windsor with a short passenger train in the early hours of July 15, 1885, when her master noticed the port running light of the downbound Anchor Line package freighter CLARION 125937. He mistakenly assumed that CLARION was turning toward Detroit, and with one whistle signal he proposed a passing to starboard. CLARION responded with a contrary signal of two blasts. LANSLOWNE's engines were hastily reversed, but CLARION smashed into the port paddle wheel. With only her starboard wheel working, LANSLOWNE limped to Windsor. In



HURON of 1875 starts across toward Windsor in this 1949 view. --Photo by Donald Baut



Victims of Saturday Night's Collision in the Detroit River.

LANSDOWNE and W. B. MORLEY as they appeared after their collision.

--Dowling Collection

subsequent litigation CLARION was held at fault for having tried to cut across the bow of LANSDOWNE.

More serious was a second collision, after midnight on August 6, 1899. Having overseen the loading of eighteen freight cars from his forward bridge, LANSDOWNE's master ordered lines cast off and the port engine started, and then walked the length of the moving ship toward the empty after pilot house. Meanwhile a deck hand finished his own work and climbed to that pilot house to serve as wheelsman. Both men arrived in time to behold the approaching steam barge W. B. MORLEY 81391 which was hugging the Canadian shore to avoid glare of lights from Detroit.

Almost simultaneously the two vessels produced contradictory whistle salutes. The wheels of LANSDOWNE stopped abruptly, while MORLEY's engine backed furiously. As MORLEY's propeller began to take hold, the two ships came together--MORLEY's bow biting into LANSDOWNE's stern--and quickly parted again. MORLEY ran toward the American shore in hopes of being beached, foolishly pushing water into the hole in her bow as she went. With 2800 tons of coal to weight her down, she quickly filled and sank in the river. LANSDOWNE returned to her Windsor slip, but cars derailed from collision impact prevented a quick unloading. With two of her three compartments flooded--the center one by open portholes--LANSDOWNE settled on the bottom within three hours. Both ships were salvaged, but this time LANSDOWNE was held at fault upon eight counts of negligence.

The Wabash Railroad arranged trackage rights on the Grand Trunk between Detroit and Buffalo on June 14, 1897, and gained rights to use the Grand Trunk car ferries. Traffic increased upon the Windsor crossing so that two boats became inadequate. The Grand Trunk owned two other car ferries at Sarnia, HURON Can. 71216 of 1875 and INTERNATIONAL Can. 96849 of 1872. These two iron propeller steamers had provided the St. Clair River crossing until the railroad tunnel there was opened in 1891. INTERNATIONAL was sold in 1898 to a predecessor of the Pere Marquette Railway, while HURON came down to Windsor for

further service. Since the Great Western Railway had used a two-track bow on its boats and the Grand Trunk and most other railroads had used a three-track bow, the tracks of HURON were relaid and a switch from the port track gave access to the center track.

Not long after she came to Windsor, HURON had the first of two sinkings in her Windsor slip. On April 12, 1901, while ice jams upriver made the water abnormally low, HURON struck a submerged boulder. Inspection found HURON to appear undamaged, but upon a crossing two days later she was found to be settling forward in mid-stream and taking water rapidly. HURON barely made her Windsor slip. Her lowered foredeck required a steep position for the dock apron, and the switching crew took off her cars with great difficulty. HURON came to rest on the bottom, but was afterward pumped out, dry-docked and returned to service.

Upon the second occasion on August 20, 1907, HURON was receiving some repairs to her propellers in the slip. Rather than dry-dock her, the crew simply placed two loaded gondola cars on her bow to tip up her stern and leave her screw exposed above the water. This is a common practice on car ferries and usually is carried off without difficulty. But while HURON lay in this vulnerable position, the White Star Line excursion steamer TASHMOO steamed past. TASHMOO was notorious for a big wash, and upon this occasion water swept in through open portholes of HURON. The ferry was swamped and sank almost immediately. Once again she was pumped out and returned to service after a trip to the dry dock.

GREAT WESTERN, HURON and LANSDOWNE ran together on the ferry line until 1923. In 1906 the service ferried an average of 540 cars each day. Cars spent an average of half an hour on shipboard. Traffic was reduced in 1912, for the Wabash established its own line and bought three former Michigan Central ferries left idle by the opening of a Detroit River tunnel. GREAT WESTERN served mainly as a spare boat thereafter. The Essex Transit company of Ford, Ont., purchased GREAT WESTERN on Dec. 3, 1923, and reduced her to a barge. After several years of hauling sand and

gravel in the Windsor area she was again sold to the United Towing and Salvage Co. of Port Arthur, Ont. After ninety years of service, GREAT WESTERN was taken from the lakehead to the St. Lawrence River in 1957 for use in the construction of the St. Lawrence Seaway.

Since 1923 LANSLOWNE has been the regular boat on the Canadian National ferry line between Detroit and Windsor, while HURON has been the spare boat. HURON runs only during the warmer months, and spends the winter in generating steam to heat the CNR yard office and passenger cars on CNR trains waiting to be pulled out of the Windsor station. The railway discontinued passenger service on the car ferries on Sept. 25, 1955, and a bus now carries these passengers through a vehicular tunnel. Freight service continues, much of it with cars too large for the St. Clair River tunnel, but recent easing of clearances in that tunnel has reduced this traffic. Currently the ferries run regularly during the week and are often idle upon week ends.

Both LANSLOWNE and HURON have achieved important places in marine history. HURON is now eighty-six years old, and for many years has been the oldest active ship on the Great Lakes. She has her original non-condensing engines, two single cylinders, one acting on each propeller shaft. Since there is danger of stopping on dead center, each shaft is fitted with a cogwheel and a fulcrum to be pried off with a crowbar.

LANSLOWNE will be seventy-seven years old this year, but her engines, pilot house and certain other parts are eighty-eight. Her engines, inherited from MICHIGAN of 1873, have two independent single cylinders of nine foot stroke. LANSLOWNE is the last side-wheeler running upon the lakes and one of the

last half dozen in North American registry.

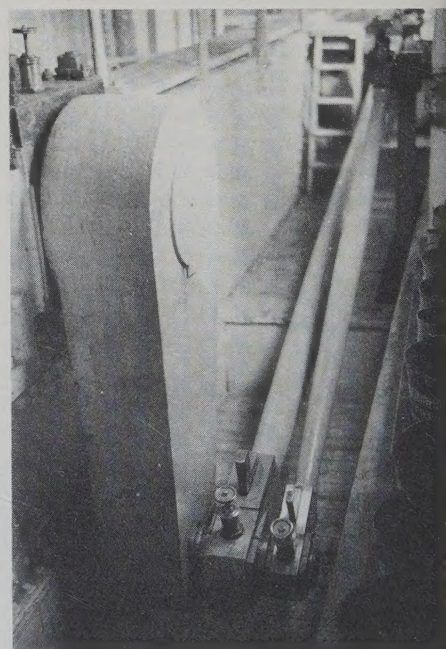
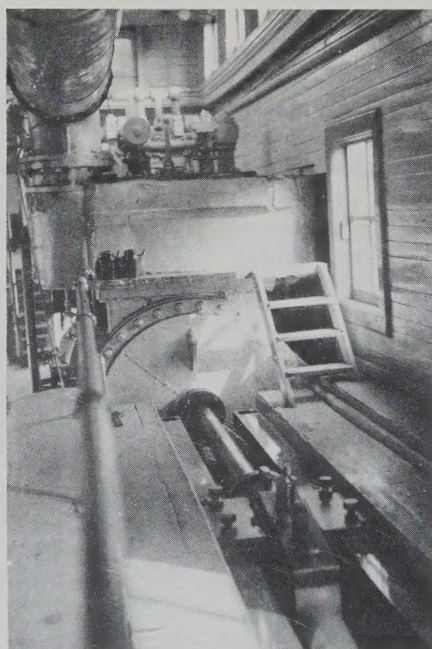
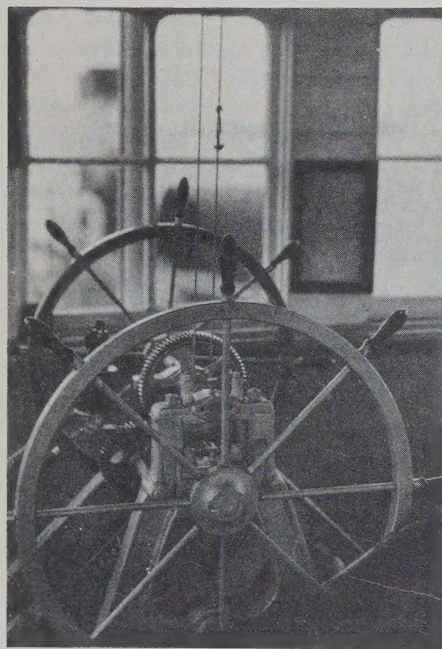
How have these venerable ships managed to survive? First, both have iron hulls that pass their periodic inspections easily. Second, LANSLOWNE's independent wheels make her extremely maneuverable, especially when she must change directions in mid-stream. Third, LANSLOWNE runs with slowly-moving engines on only sixty-five pounds of boiler pressure, and is thus very economical. Fourth, LANSLOWNE remains an excellent ice-breaker, and her wheels keep her slips free of ice in the winter months. Finally, traffic is not heavy enough to warrant ordering a new boat. And if a second-hand ferry was bought from another Detroit River line, the aprons and slips would have to be modified for a three-track bow. Geographically the CNR in Windsor would have difficulty connecting with the Grand Trunk Western in Detroit by way of the Michigan Central Railroad tunnel.

Only a small fraction of one per cent of all steamships celebrate their centennials in active service. HURON and LANSLOWNE are now close enough so that we may reasonably hope they will do so.

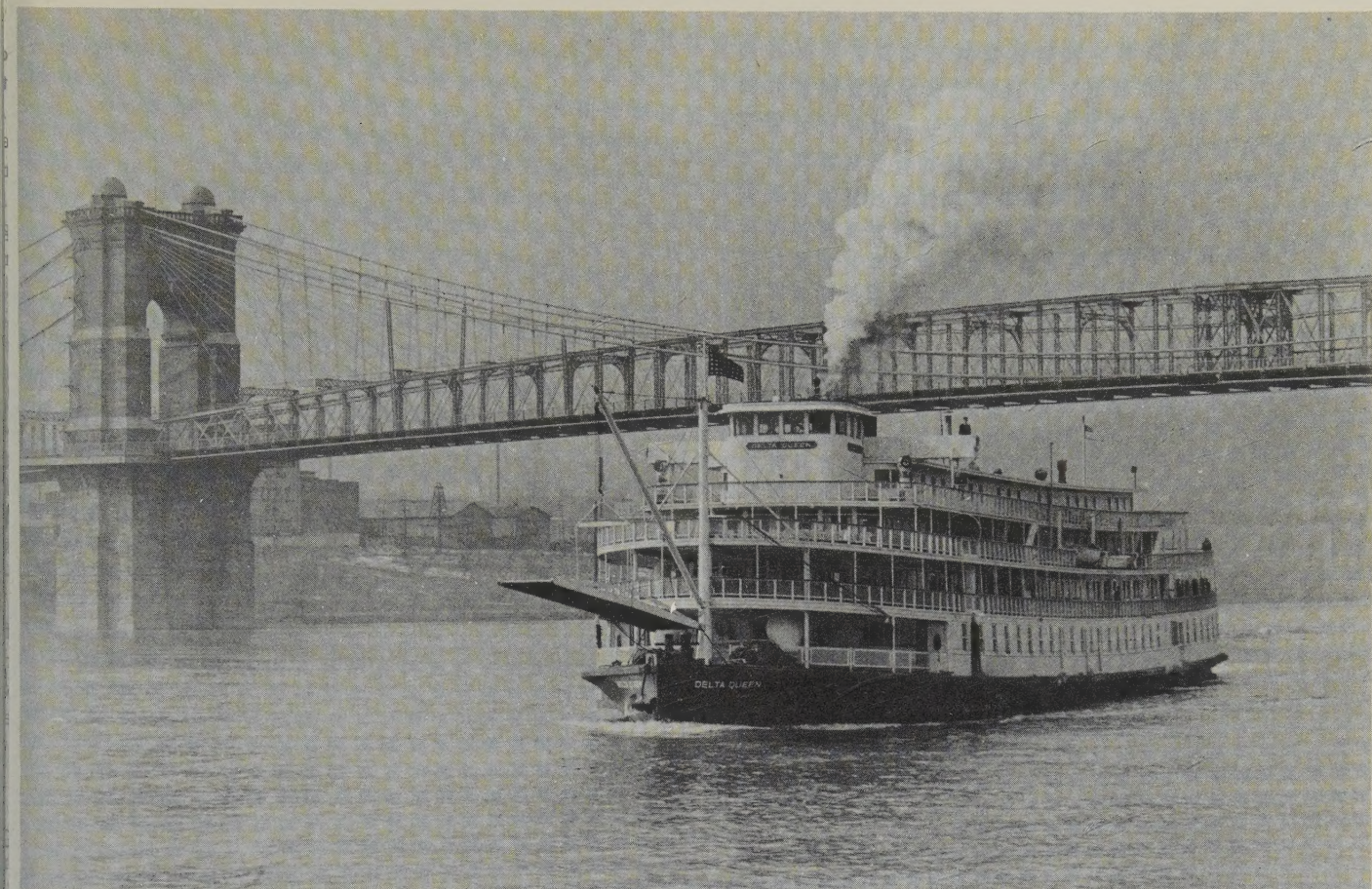
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ABOUT THE AUTHOR:

A forthcoming book, The Great Lakes Car Ferries, eminently qualifies George W. Hilton to tell the story of the Canadian National fleet at Windsor. Hilton is Lecturer in Transportation at the University of California in Berkeley. Two of his books were published in 1960, The Electric Interurban Railways in America (in collaboration with John F. Due) and The Truck System. The above article is adapted from a talk he gave on Windsor's radio station CKLW at the time of the SSHSA meeting in Detroit last May.



LANSLOWNE's pilot house mounts a steam steering engine in the base of the wheel (left). Port engine (center) extends forward from its paddle wheel shaft (right). --Photos by G. Bugbee



LOW BRIDGE SQUEEZE

Unless the United States Congress passes H. R. 5963, a bill which would maintain adequate bridge clearances for the Mississippi River, low bridges may squeeze DELTA QUEEN out of business. Such bridges planned for the upper Mississippi at LaClaire, Iowa, and LaCrosse, Wis., would put an end to the sternwheeler's twenty-day cruises from Cincinnati to St. Paul, Minn. They would also set a precedent for other low bridges along the inland waterways which would ground DELTA QUEEN for all time, for she needs the 63.7-foot bridge clearance that Congress would establish. Large barge tows on the Mississippi, Ohio and other inland waterways also need this clearance for carrying missiles, coal, oil and other cargo vital to the economy and to defense. America's rivers annually carry more cargo than passes through the Panama Canal.

HO FOR PITTSBURGH AND WAY LANDINGS!

By Harry Cotterell, Jr.

When the SSHSA made its Twenty-fifth Anniversary Cruise down the Ohio aboard the sternwheeler DELTA QUEEN, her social director predicted that some of the members would soon come back for more. How true! Promptly upon receipt of the Greene Line's 1961 folder early this year, our letter was despatched requesting bookings for the annual Cincinnati to Pittsburgh trip with "the same room as last, please, 338."

Late on Tuesday afternoon, June 13th, we boarded once again the "Cast Iron Monster," as river men affectionately call the rugged DELTA QUEEN, and quickly made ourselves at home. Strains of the old hymn, "Faith of our

Fathers," drifted out over the water from a downtown church tower, while commuters wended their way to their autos parked on the levee.

Soon another sternwheel steamer hove into view: AVALON a IDLEWILD, "barnstorming" as usual, swung around and landed an excursion party. Presently, "Doc" Hawley, mate of AVALON, and Harmon Mize, calliapist on the D. Q., had a steam pi-anny contest. Our vote went to the latter, as AVALON's instrument seemed a bit out of tune.

Eight o'clock departure time was strictly observed. We passed Coney Island Park before darkness shrouded the old CHRIS GREENE moored along the Kentucky shore and used as a

boat club. Someone saluted us by ringing her large bell. Hostess Peggy Baker then called everyone to the dining room for a "let's get acquainted" party.

Among the SSHSA members on board were Captain Jesse P. Hughes, 85-year-old veteran of the Ohio who was one of our trip pilots, and Captain C. W. Stoll of Louisville, who was "posting up" to Ironton to enable himself to renew his pilot's "ticket" for that portion of the river.

The first landing the next day was at Portsmouth, Ohio, where only the tops of the buildings are visible from the river since the high floodwall was erected. Our fellow member, Walter Neild, found the city a very good place to purchase them round brass antique objects which used to adorn the interior of every pilot house. For the social hour that evening, "C. W." gave a talk that was flavored more with realism than nostalgia, i. e., the lower bridge clearances and user-charge bills currently before Congress.

Thursday's landings were at Huntington and Point Pleasant, in West Virginia. Heavy rain marred the Huntington visit, and "Brucie" Edgington was nearly left behind when he went to fetch the mail and newspapers. Among the laid-up vessels there were the steam towboats OMAR and ORCO. By mid-afternoon the skies cleared so that the stop at Point Pleasant was really pleasant!

After supper we passed Middleport and Pomeroy, once important salt-mining towns. The Greene Line's Bob McCann has a cargo of facts and folk lore in his head, all within instant reach all of the time. He told us the stories of these towns, and put into rhyme this little ditty concerning three small communities just above:

Letart Falls and Graham Station,
The grandest places in all creation.
But little Antiq' that lies between,
The darnedest place I've ever seen!

Because of open river conditions, DELTA QUEEN made good time and allowed us more than

eight hours ashore at Marietta. Of especial interest there are: Campus Martius Museum, headquarters of The Sons and Daughters of Pioneer Rivermen; the towboat W. P. SNYDER, JR., open to visitors; Lock Number One on the tributary Muskingum; and also the lobby and Riverview Room of the Hotel Lafayette.

Our departure from Marietta on Friday afternoon was much simpler than when GENERAL PERSHING called there forty years ago, for we had no mad bull to load, just congenial people (see Way's Pilotin' Comes Natural, pages 111-16).

The day concluded with a fly landing at Newport to let Messrs. Greenwood and Harris jump quickly off the long, swinging stage into a cornfield, an interesting event to us.

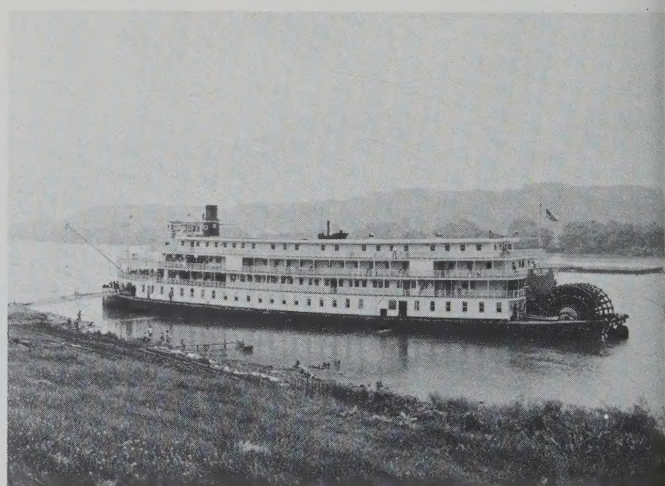
Thick fog in the Clarington area caused a nautical traffic jam at Lock Fourteen and set the 'QUEEN back so far that only a brief stop could be made at Wheeling, W. Va. Hence we could not follow Bob McCann's suggestion that we take a stroll on the suspension bridge there. Rebuilt by Roebling with side anchor cables in 1853, it has held steadfast ever since.

Our boat pushed onward through Half Moon Bend (a Rhine River pilot is supposed to have made a statement that this is the second most beautiful spot in the world!). Further on we reached New Cumberland lock. At ten in the evening when we passed Rochester, Pa., DELTA QUEEN was as close to Lake Erie as she will ever get. From there, the Ohio swings generally southeastward toward Pittsburgh.

Sunday we awoke to find our boat already tied up at Sixth Street wharf, on the Allegheny side of the "Iron City." Everyone was free to do as he pleased. Professor Wallace Beardsley, SSHSA member living in Pittsburgh and a good friend of Bob Parkinson, was our host for the day. We rode the Mount Washington and Duquesne inclines, visited the Allegheny Observatory and also made a launch trip on three rivers, viz: Monongahela, Ohio and Allegheny. He also took us to see the River-



Tourists may visit towboat W. P. SNYDER, JR., at Marietta, Ohio. --Photo by Francis Palmer



Upon its downriver trip DELTA QUEEN called at Gallipolis, Ohio. --Photo by Francis Palmer

Boat Room in the Penn-Sheraton Hotel. Capt. Fred Way came up in his little gas stern-wheeler LADY GRACE. I got a good stereo shot of her as she slipped under the 'QUEEN's landing stage in a sort of "Pardon me, but I've got a right here too" way. I must explain that the landing stage was not in use, being swung out forward.

The downriver voyage began the following morning. The flag and jackstays were dismantled and the top extension was lifted off the stack to clear the "bridge-to-nowhere." This was a new steel arch erected across the Allegheny which as yet has no approach spans or even roadways leading to it on either side!

Nothing much is left to be seen of Davis Island Lock Number One, completed in 1885, for it has long been replaced by Emsworth Dam further below. A PRR station adjoins the latter, and commuters waiting for a suburban' exchanged greetings with us. The river had fallen, so the wickets were up on all of the dams, requiring us to "lock through" each one.

By special invitation we made a landing at New Martinsville, W. Va., on Tuesday. We stopped directly at the Magnolia Yacht Club. Where only a conventional Hudson River gang-plank was needed. Some folks visited a glass factory while we took a riverman's holiday by riding the local ferry. It consists of two double-end flats, moved back and forth by tiny single-end towboats. Backing off the levee each time, the tow pivots around a side-arm on the flat, shoves over to the opposite shore and runs it hard up on the bank. It is rough on the end aprons, but the slick hands are adept at flattening out the trips with sledge hammers. (For further news of this ferry, see "Inland Rivers" column in this issue.)

Captain Paul Underwood, regular master of DELTA QUEEN, had been down home due to illness of his wife and came back at New Martinsville. He remembered those SSHSA members who had been aboard previously, and shook hands with them.



A pivoting arm connects the small towboat SHEILA to her double-ended ferry barge at New Martinsville. --Photo by Francis Palmer

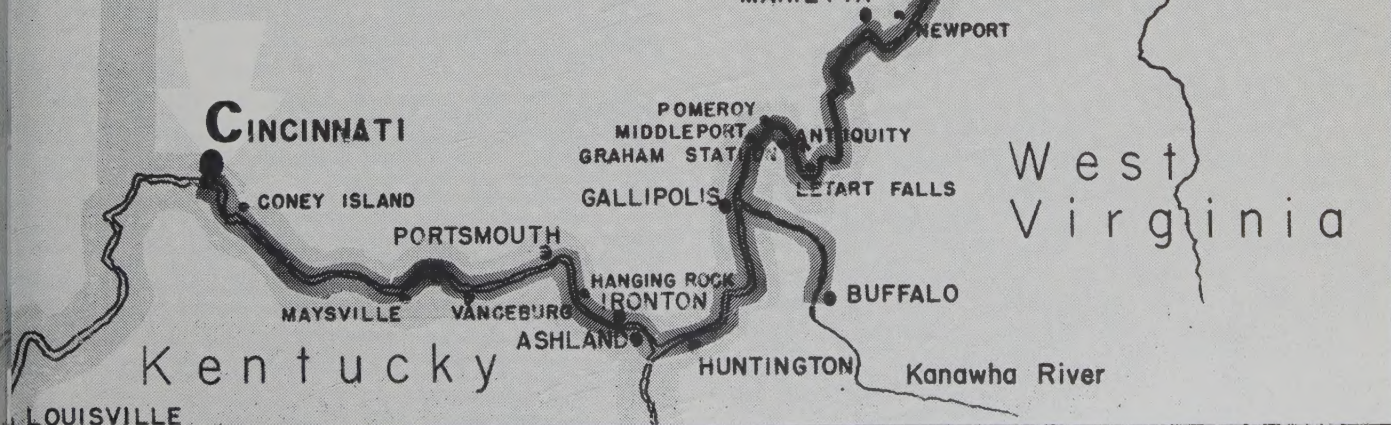
After passing down the Long Reach (from Padon City to Lock Sixteen is thirteen miles), said to be the longest straight section on the Ohio, we paid a return call at Marietta. A hat party held that evening was enjoyed by all, especially member Francis Palmer who was busy with his flash camera capturing the latest creations.

At 5:45 the next morning DELTA QUEEN rounded Point Pleasant into the Great Kanawha River and ascended twenty-two miles for a landing at the little town of Buffalo, W. Va. Two well-stocked general stores occupied our time there. In one of them a little gift was purchased for the new steward, Ed Gallagher. He took the joke nicely.

Back out on the Ohio River once again, a

THE WAY OF THE DELTA QUEEN

Cincinnati to Pittsburgh and Return



stop was made at the "French City," Gallipolis. This was the home of the Acme Boiler Works which once made boilers for many river boats. Passing by to salute us was a small excursion vessel, SUSAN A., whose ersatz sternwheel doesn't even dip the water (twin screws propel her). When she turned around, oh, my, her two sides were not painted alike! The starboard doesn't carry "SUSAN A." in bold red letters with the familiar black shading.

We took on oil at Ashland, Ky., and made a morning landing at Ironton, southern terminus of the former Ford railroad. For some distance the main line runs up the middle of a wide residential street. The DT&I being the author's favorite, nothing would do but that he had to walk the track and not the sidewalk, using his imagination just as Fred Way did long ago while walking country roads in back of Sewickley.

In daylight we passed Hanging Rock, Hundred Mile House, and Vanceburg (which was the home of W. C. Durgan, the other trip pilot). At dusk a quickie landing was made at Maysville, Ky., to drop off one of the mates. A gala captain's dinner, replete with champagne, was held that night. This was followed by an amateur show to conclude the entertainment.

On Friday the twenty-third DELTA QUEEN arrived back at Cincinnati, the "Queen City." The trip was over all too soon. The next day DELTA QUEEN would depart on the first of a series of ten trips to Kentucky Lake, and we were on our trek homeward by train.

To list all the tow and other boats seen on this 984-mile trip would fill much space. Mention must be made of a few: IRON AGE, a tower type; the steam LUNGA POINT; 3200-h.p. ALBERT F. HOLDEN, registered at Newark (just imagine seeing her on the Passaic?); and also a diesel sternwheeler named PROSPERITY. The showboat MAJESTIC and her consort, towboat I. U., were at Cincinnati when we got back.

Captain Hughes can tell stories about each. I was most appreciative of the mass of construction detail he gave about R. E. PHILLIPS. She was a steam sternwheeler that was engaged in the upper Ohio packet trade more than sixty years ago. It is as vivid in his mind as if he was able to see the actual boat now.

* * *

ABOUT THE AUTHOR:

Commentary on Hudson River and Atlantic Coast matters by Harry Cotterell, Jr., has appeared in Steamboat Bill ever since Issue Number One in 1940, and he has long served as regional editor for these areas. But readers will also be familiar with his many articles describing trips associated with steamboats or waterways, such as the Pittsburgh cruise of DELTA QUEEN described above. Harry Cotterell served as the first Chairman of the New York Chapter of SSHSA in 1940-42.

COLUMBIA RIVER TOWBOAT CLAIRE IS BURNED

By Lawrence Barber

Reprinted from The Oregonian, Portland, Ore.

Another of the popular old floating landmarks of the Columbia and Willamette Rivers has come to its end. A preventive fire has removed the former towboat CLAIRE, last sternwheeler to pass through the Willamette Falls locks and long a favorite of river men. CLAIRE was burned on Monday, October 9, on a Columbia River sand bar near the lower end of Hayden Island.

Leonard M. Thompson, president of Western Transportation Company, owners of CLAIRE, admitted that a torch had been put to the forty-three-year-old hull because it was too far gone for further use and had become a fire hazard to the Western moorage.

"We hated to burn her because she had so many friends," Thompson said, "but there was nothing else to do with her. We moved her down the river Sunday and beached her at high tide, then burned her Monday without any fanfare because we did not want any of the public endangering themselves."

CLAIRE 216047 was built by Portland Shipbuilding Company in South Portland in 1918 for the Western Transportation Company. She was designed for towing log rafts and barges, between the Crown Willamette Paper Company plant at West Linn, the downtown Portland docks and the Crown Zellerbach plant at Camas, Wash. The towboat was 157 feet long, while her beam was purposely kept narrow at 34 feet to permit her to go through the locks at West Linn. Officially, CLAIRE was rated at 563 gross tons, which made her only an average-sized vessel as sternwheelers went.

For three decades CLAIRE was a faithful towboat; but she was a favorite with the Veteran Steamboatmen of the West, who borrowed her each June for their annual reunion at Champoege State Park. Loaded with 150 to 200 passengers and as many old-time steamboat veterans as could get assigned to the crew, CLAIRE would make the sixty-seven-mile round trip from downtown Portland to the park and back on the last Sunday of June.

CLAIRE entered the news on April 24, 1941, when she towed a barge up the Willamette River to the Oregon Pulp & Paper Company plant at Salem, the first commercial river trip by any vessel in six years.

She was in the news again on January 6, 1948, when she hit a submerged log in Camas slough and sank, with only her pilot house showing above water. Two weeks later, Fred Devine's salvage crew refloated her between a pair of barges, and CLAIRE was patched and put back to work.

CLAIRE made the front pages in 1950 when



CLAIRE in her active years --Photograph by Lawrence Barber, from The Oregonian

the one-time musical three-bell whistle of the former steamer HASSALO was installed on her. The whistle had been around a lot. It was installed on the steamer BARRY K when the BARRY K was taken over by the U. S. Army and moved to the Yukon River for war duty. Long after the war, Harold Gill, a Portland businessman, wrote a tear-drop letter to Alaska Railroad and The Oregonian, urging the return of the whistle to Portland, in view of the fact that BARRY K was retired. Col. John P. Johnson, manager of Alaska Railroad, boxed up the whistle to be shipped back to Western Transportation Company. The whistle was installed on CLAIRE, and Mr. Gill was given the first opportunity to blow it.

CLAIRE's last trip took place on June 29, 1952, when she carried 155 veterans and friends to the annual reunion at Champoeeg. Capt. Emil F. Cejka, who died recently, was in command, ably assisted on the steering wheel by Capt. William A. Reed and Capt. Fritz Kruse. They blew the famous whistle in answer to every salute, and there were many salutes along the way.

L. R. Gault, then president of Western, retired CLAIRE to the company moorage as a floating shop, after the engines and boilers were removed. Her exterior appearance was kept intact for old times sake.

"The condition of the vessel does not warrant consideration of its use for any sort of passenger or club house purpose, and no amount of money could buy it for a night club, as suggested by certain commercial enterprises," Gault wrote to The Oregonian.

The famous whistle was transferred to

Shaver Transportation Company's steamer HENDERSON, but it was reported to have become frozen with ice and broken during a cold snap, according to Capt. Homer T. Shaver. Later, HENDERSON was retired and beached at Columbia City.

So CLAIRE spent the last nine years growing older and softer. Recently, the shop equipment and tools, the steering wheel, searchlight, whistle pole and similar marine equipment were removed. Then on Sunday, Oct. 8, 1961, the little diesel tug CHARLES SPENCER set off down the Willamette, towing the old girl to her graveyard. She had little time to wait for the torch.

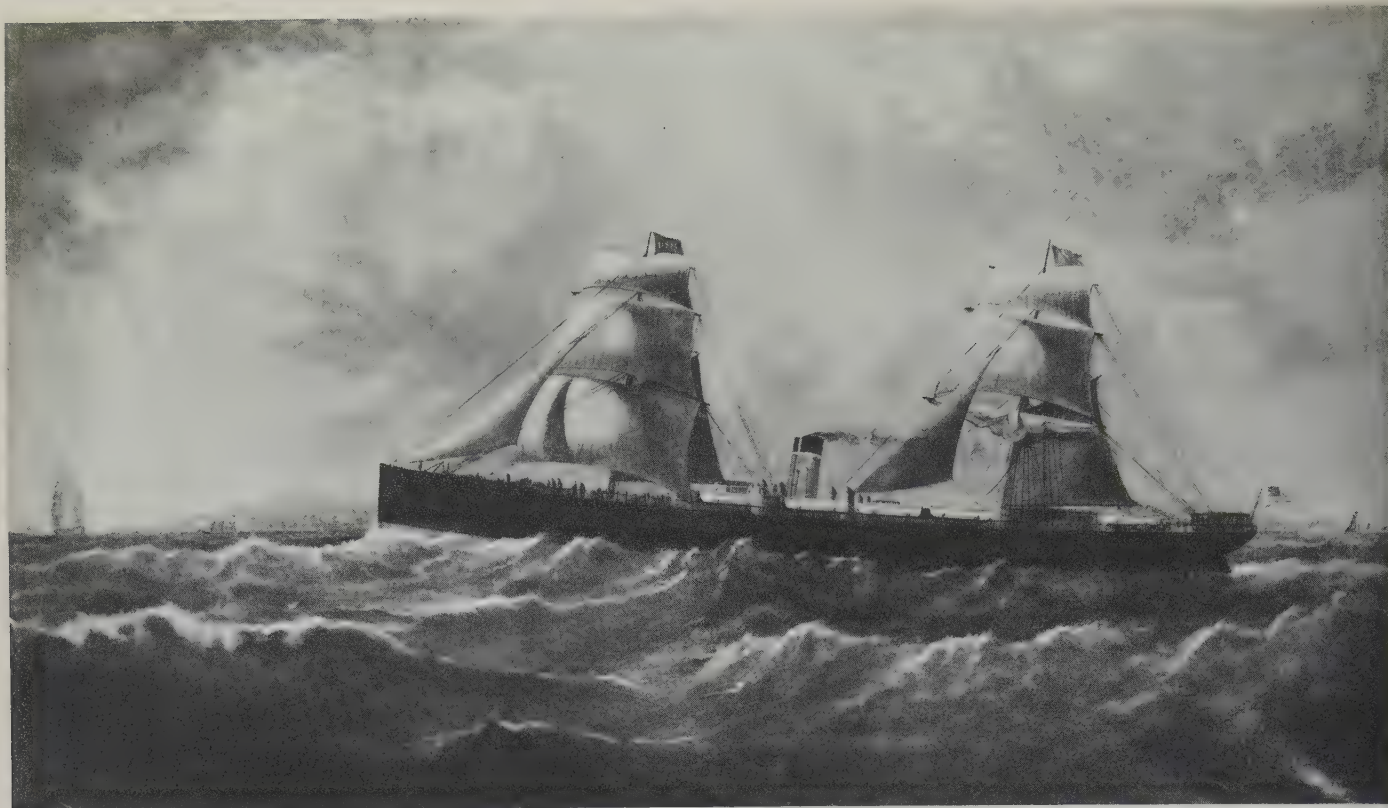
Her owners hoped the old vessel would not be missed and that her end would escape publicity. "We felt pretty bad about it," commented Thompson. But you just can't hide news about such an obvious old favorite as the steamer CLAIRE.

Taking her place as a shop is a covered barge, but some day Western may move the steel sternwheeler JEAN into the shop stall. JEAN is much younger in years, but is already out of date and is uneconomical to operate; she has been laid up for several years awaiting a decision toward disposition by her owners.

* * *

ABOUT THE AUTHOR:

Lawrence Barber is Marine Editor of The Oregonian of Portland, Oregon, in whose pages the above article appeared on October 12, 1961. The photograph of CLAIRE was taken by Mr. Barber some years ago. Mr. Barber's article on CLAIRE was sent to us by member Everett Wortman of Portland.



Oil painting of steamship OHIO

--Philadelphia Maritime Museum photograph

THE PHILADELPHIA MARITIME MUSEUM

The Philadelphia Maritime Museum, the nation's newest maritime museum, was launched a block from Independence Hall on May 19, 1961. J. Welles Henderson, founder and Chairman of the Board of Trustees of the charitable, non-profit organization, presided over the opening ceremonies. Participating in this occasion were Rear Admiral Charles H. Lyman, Commandant of the Fourth Naval District; Captain Gaston R. DeGroote, master of SAVANNAH, the world's first nuclear-powered merchant ship; and Captain William F. Bringle, Commanding Officer of USS KITTY HAWK, then the largest aircraft carrier in the world. Both SAVANNAH and KITTY HAWK were built by New York Shipbuilding Corporation in Camden, New Jersey.

The Philadelphia Maritime Museum presents American maritime history with special emphasis upon the Delaware Valley ports.

The beginnings of American steamboating are shown by an engraving of John Fitch's steamboat in the Columbian Magazine for Dec., 1786; an original ordinance of New Jersey in 1786 granting Fitch a fourteen-year steamboat

monopoly upon the waters of that state; and a letter written by Fitch in 1787 concerning his steamboat. In 1790 Fitch ran his steamboat about two or three thousand miles in commercial service on the Delaware River, seventeen years before Fulton's "NORTH RIVER" or "CLERMONT"--a model of which is on exhibit --ran on the Hudson.

Robert Fulton was born in Lancaster County, Pennsylvania, and lived in Philadelphia for several years, an artist painting miniatures. On exhibit is an important seven-page letter from Fulton to the Philadelphia inventor Oliver Evans, written in 1812. Evans has been described as America's first great inventor. In maritime affairs he is remembered for his Orukter Amphibolos that chugged along the streets of Philadelphia, as well as in the water--the forerunner of the amphibious of World War II.

Various shipping papers displayed on the counter top of the counting house exhibit trace canal, Delaware River, coastwise and trans-ocean steam navigation. A fine, early model of PRINCETON shows the first steam



Interior view of Museum

--Philadelphia Maritime Museum photograph

screw-propelled warship in the world, product of the Philadelphia Navy Yard in the eighteen forties. Prints portray the Philadelphia-built SUSQUEHANNA and WABASH, as well as NEW IRONSIDES of Civil War fame.

These and other paintings, models and half-models give proof why the Delaware gained the appellation, "the Clyde of America." Here are representations of vessels built by Cramp, Roach, Harlan and Hollingsworth, and the Philadelphia Navy Yard. There is a magnificent oil painting of the steamship OHIO painted by D. C. Grose in 1879 (see illustration). Cramp built OHIO in 1872-73 for the American Line, the only American-flag transatlantic passenger line for many years. On display is the record book of the foreman of Cramp's Yard, with entries of the hull numbers, dates the keels were laid, dates of launchings, and names of vessels built from 1872 to 1927. Several Cramp descendants have donated the foreman's book, together with a number of minute books, contract books, etc. Another donation was the original Board of Directors minute book covering the period from 1872--

when Cramp became incorporated--to 1895.

Ship models displayed in the museum range from Hudson's HALF MOON (1609) to the nuclear ship SAVANNAH.

Other exhibits include naval weapons; shipbuilding tools; sailmaker's bench and equipment; paintings; prints; figureheads; charts; maritime china and silverware (i. e. Union Line plate, Liverpool and Philadelphia Steamship Company, ca. 1850, turkey cover); navigation instruments, scrimshaw, etc.

The Philadelphia Maritime Museum is located at 219 South Sixth St. in Philadelphia. It is open Tuesday through Saturday, 10:00 to 4:00, and Sunday afternoon, 1:00 to 5:00. In addition to the founder, Mr. Henderson, the Board of Trustees includes Frank T. Howard, President of the Pennsylvania Academy of the Fine Arts, and S. Grey Dayton, Jr., President of the Philadelphia & Baltimore Stock Exchange. The Museum has an advisory council designated "Port Wardens." The Trustees and Port Wardens would welcome gifts to the Museum in maritime material relating especially to the Delaware River and Delaware Bay area.



The last local steamer serving ports of Little Traverse Bay was AMERICA (above), seen in this SSHSA Photo Bank picture. AMERICA was originally built as the smaller LOU A. CUMMINGS (left), and ended her days as the tug BAY PORT (below).

--Photos furnished by Rev. E. J. Dowling, S.J.

THE LIFE OF A SMALL BAY STEAMER

Duncan Robertson built AMERICA 140644 in 1883 as a a LOU A. CUMMINGS at Grand Haven, Mich., with a wood hull 83.3' x 16.3'. Grand Haven Iron Works made her one-cylinder high-pressure engine of 16" diameter and 16" stroke. H. J. Webb of Cassopolis bought her for Traverse Bay Line and registered her at Grand Haven. Around 1912 she became b CITY OF BOYNE and was enlarged to 87.5' x 19.7' with an added upper deck. Charles Roe of Harbor Springs bought her during World War I and ran her in Little Traverse Bay as c AMERICA. By 1932 she turned up in Saginaw Bay, rebuilt as the tug d BAYPORT. Last owned by Waterways Construction Co. of Cleveland, BAYPORT passed out of documentation during World War II.

--Data furnished by Rev. E. J. Dowling, S. J.



THE LAST OF THE LITTLE TRAVERSE BAY STEAMERS

By Richard B. Willis

Tourists driving north on highway 31 toward the tip of lower Michigan pass Little Traverse Bay, an indentation of Lake Michigan which has long been a favored summer resort. The shore is lined with cottages and the bay dotted with private pleasure craft. The average motorist, possessing neither, speeds by, perhaps glancing briefly at the bay as he dodges traffic, but more intent on putting another two hundred miles behind him before nightfall.

In the placid days before vacation trips came to be reminiscent of Paul Revere's famous ride, throngs of resorters came north to Petoskey and the bay resorts by lake steamer from Chicago or by train. They filled the large summer hotels having wide verandas, such as the Cushman House in Petoskey, the Bay View House and the hotels at Wequetonsing and Roaring Brook on the north side of the bay. The more affluent maintained fine summer homes on Harbor Point, or stayed at the exclusive Harbor Point Club. Small steamers encircled the bay, providing frequent transportation between these resorts.

The resort era was declining in 1929 when, while touring with my mother, we planned to spend part of the summer at Bay View. In those days, it was an unhappy summer for me that was not spent in proximity to a steamer, and my mother planned our motor trips accordingly. She assured me that several steamers served the bay, recalling a summer she had spent there in her youth. At that time lake liners from Chicago, the Hart Line steamers from Mackinac Island and the small bay steamer THOMAS FRIANT had all served the resorts. Alas! Upon reaching Bay View, my anticipation was shattered, for the hotel clerk told me that there was to be no steamer on the bay this season.

To lessen my disappointment, I was taken to Mackinaw City the next day. There we spent a week riding on the straits ferries and the steamers to Mackinac and Les Cheneaux Islands. When we started back to Bay View, my mother probably hoped that I had had my fill of steamers for that season. We chose a return route through Cross Village to Harbor Springs. In that region there still persists the legend of the Indian drum--the drum of Manitou, the Great Spirit. In time of storm, it is said to be heard beating whenever the lake takes a life. On that pleasant summer day, however, Manitou was smiling, Lake Michigan was blue and rippled and the story of the wild, rhythmic booming of the drum could be attributed only to an absurd superstition based, no doubt, on some natural phenomenon.

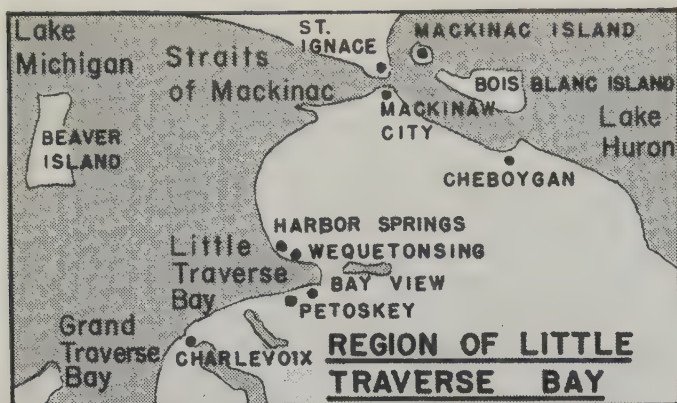
As we reached Harbor Springs, there at

the dock lay a small white passenger steamer with the name AMERICA on its bow. I first assumed that it was laid up and out of service. Then I realized that it had been freshly painted, its black funnel glistened as though the paint was scarcely dry, and it had steam up! Even as I watched, the steamer backed out into the bay with a few passengers sitting on deck. Evidently the hotel clerk had been wrong. Bay View might be quite a pleasant place after all!

We obtained the time card of the Little Traverse Bay Ferry Line at the Bay View House while we registered. It showed five or six daily trips from Harbor Springs to Petoskey, stopping in each direction at Harbor Point, Roaring Brook, Wequetonsing and Bay View. A flag stop was also shown at Ramona Park, a new resort at the head of the bay, but this proved to be in error since there was no dock there that season. The fare was fifty cents for the complete trip of about two hours. Very soon I was on the dock watching the steamer as it left Wequetonsing across the bay.

Soon it approached Bay View and whistled for the landing. Coal smoke drifted down from the stack and enveloped those on the dock. The high-pitched engine room whistle (which was the communicating signal from the wheel house) indicated "stop", "astern" and, again, "stop". A deck hand jumped off and made fast a line. I went aboard with several other passengers. It was a typical small steamer, with space forward on the main deck for freight, the engine room amidship, fragrant with hot oil, and seats for passengers at the stern. On the upper deck was an enclosed cabin amidship and a large covered passenger deck aft. Some elderly women who had been exchanging gossip on the hotel porch earlier were now settling themselves here to resume their chat in a different setting. The inspection certificate in the cabin showed AMERICA to have been built at Grand Haven in 1883. It was ninety-three feet long and could carry about a hundred passengers. Its reciprocating engine developed forty-five horsepower, about one-third of the power of today's automobiles.

The open forepeak on the upper deck became my favorite place to sit. I would watch the bow cutting through the gentle swells rolling in from Lake Michigan as we headed along the shore toward Petoskey. Here we had a short layover at the dock shared with the Michigan Transit Company, whose steamer MANITOU called at Petoskey and Harbor Springs twice weekly in each direction between Chicago and Mackinac Island. It was a fine



sight, on AMERICA's late afternoon trip on certain days of the week, to see the graceful MANITOU silently backing out into the bay, while chimes announcing the dinner hour were being sounded on deck.

Harbor Springs, the smaller community at the other end of the run, was also interesting. Automobiles were prohibited on adjacent Harbor Point, and resorters parked their cars at Harbor Springs and had their choice of a horse-drawn surrey, the launch POINTER or AMERICA for transportation to the point.

The ride on the bay became almost a daily event, sometimes with my mother, but more often alone, leaving Bay View at about 12:30. This required an early luncheon, and we would be among the first guests in the sunny dining room of the Bay View House where the tables were adorned with bouquets freshly cut each morning from the hotel's garden. I would hurry through lunch and dash down to the dock before AMERICA whistled for the landing. Occasionally the purser refused my fare, saying that such a regular passenger deserved a free ride once in a while. Several times Captain Roe--who was both the owner of the steamer and its wheelsman--invited me into the pilot house where he let me pull the whistle cord as we approached a landing. Or perhaps I could hold the large steering wheel. This wheel, he explained jokingly, required little attention, for AMERICA had been on the run so long that, like a wise old horse, it knew its route as well as any wheelsman.

Occasionally a special trip would be made. One of these was the afternoon excursion to an aquatic festival at Harbor Springs which included a visit to naval training vessels anchored in the bay. We went aboard WILMETTE which, fourteen years earlier, had been the unfortunate excursion steamer EASTLAND. There was also a moonlight excursion which was well patronized. Passengers were picked up on the last regular trip, and many came aboard with portable phonographs or musical instruments for entertainment on the water. While cruising slowly on the bay under a full moon, we were treated to the sight of Michigan Transit Company's PURITAN entering the harbor, brightly lighted, on a special cruise. Ordinarily PURITAN came no further north than Ludington.

Little Traverse Bay steamers did not have dramatic adventures to relate. Theirs was a placid existence within the confines of the bay, with six resort communities as their ports of call and unhurried, pleasure-seeking people as their cargo. Unlike the ore ships, they were hardly essential to the nation's economy. If stormy seas rolled in from Lake Michigan, the steamers were kept securely tied up in Harbor Springs. In the life of the resorts they were occupied in taking people to Chatauqua lectures and concerts at Bay View, to Harbor Point regattas, to Petoskey on shopping trips or to meet the trains and lake steamers, or just for refreshing hours out on the water. Unlike the automobiles that succeeded them, they never so much as injured anyone who travelled on them.

But unfortunately, AMERICA was having a very unprofitable season. The passenger count seldom exceeded a dozen. On some trips there were not enough fares to pay for the coal consumed. An unusual number of storms that season forced cancellation of trips and damaged the docks, which thus required constant repairs.

In spite of the disappointing season, Captain Roe maintained good service, for he took great pride in his steamer. When weather permitted, each trip went on schedule, no matter how few passengers showed up. While business failed to improve by August, AMERICA finished the 1929 season as she had in many other years. Then she slipped out of Little Traverse Bay as unobtrusively as she had served. Few people noticed that she did not resume her trips the next summer. A new era was dawning; businesses were relocating near the highway, and everyone had his own means of transportation parked by his cottage.

I wrote Captain Roe in 1930 to ask if he was operating the steamer. I received no reply. Then I wrote the Petoskey Chamber of Commerce whose office was three blocks from the steamer dock. Their reply revealed how little the steamer had come to mean to the resorts. They wrote (I have underscored their mistaken impression) about as follows: "Upon making inquiry, we find that the ferry is not running this season, and it has not been in operation for the past several years. However, there is a bus line to Harbor Springs serving all the resorts, and if you drive, there are excellent macadam roads throughout the area."

* * *

ABOUT THE AUTHOR:

Richard Willis grew up in Omaha, Neb., but his family spent its summers near the Straits of Mackinac at Pointe Aux Pins. He was a boy of thirteen when they stopped at Bay View. The tiny steamers serving these resorts offered him a wealth of interest in spite of their size. He has told us of them in previous Steamboat Bill articles. Climate attracted him to settle down in Los Angeles, where he works for the Union Pacific.



A frequent visitor to Little Traverse Bay was MANITOU b ISLE ROYALE (top), built in 1893 for the Chicago and Mackinac Island service which she provided for forty years. MANITOU is shown in a water color painting by Father Dowling, now in the collection of C. Bradford Mitchell. Much more rare at Little Traverse Bay were the appearances of PURITAN b GEORGE M. COX (bottom), a former Graham & Morton Line steamer of 1901, which visited the northern end of Lake Michigan on special excursions in the twenties. --Photos furnished by Rev. Edward J. Dowling, S. J.



The Corps of Engineers steamer MISSISSIPPI was the third inspection steamer to have that name.
--Photograph by Frederick Way, Jr.

THE CORPS OF ENGINEERS STERNWHEELER MISSISSIPPI

By Jean Ellen Hopkins

Reprinted from The Lauderdale County Enterprise, Ripley, Tenn.

Another era has ended upon the lower Mississippi River with the passing of the sternwheel steamer MISSISSIPPI.

In all the colorful saga of America, few stories hold more magical appeal than that of the riverboats of our country's waterways. For many years the belles among river craft of our inland waterways were the gingerbread-trimmed showboats, packetboats and passenger steamers. But holding a place of high esteem and historical importance are the magnificent towboats that have lingered on, even into this age of jet propulsion. They have given years of efficient service upon the rivers while their more frivolous sisters have been replaced in passenger transportation by the train, plane, auto and bus.

One of the most majestic of these towboats is the U. S. Army Corps of Engineers steamer MISSISSIPPI. Placed in service in 1927, MISSISSIPPI has plied the muddy waters of the lower Mississippi River for thirty-three years. She has served as a towboat during the working season when construction of flood control and navigation improvements is under way upon the Mississippi River and tributaries project. Her mobile quarters have been used by the Mississippi River Commission at least twice each year upon its inspection trips of the lower Mississippi River. Her lounge has been a meetinghouse for public hearings on matters of flood control and navigation, and she has served as a rescue boat during floods.

We see her, creamy white, with stately twin stacks, midship pilot house and long, curving sweeps of decks and upper works, her

paddlewheel kicking up can-can ruffles as she sweeps past strings of modern tows moving upriver and downriver, leaving them gasping humbly in her wake. It is hard not to imagine that she is some ghostly packetboat wandering in time from out of the past century. Her double life as a towboat and inspection steamer might never be guessed from her appearance.

The present sternwheeler MISSISSIPPI was designed in 1926 for the single purpose of accommodating semiannual commission trips-the high water inspection trip during the spring and the low water inspection trip during the fall. Her lines were modeled after those of a typical Texas-deck sternwheel packetboat. The royal lady is buxom, but beautiful, with a beam of 39 feet and a length of 220 feet. Her hull displaces 983 long tons at a draft of 7 feet 8 inches, and is propelled by 850-horsepower engines.

In 1932, after certain changes were made in deck and wheel to make her suitable for towing barges, "her majesty's" salad days were left behind and she was placed in towing service. This was in the nature of an experiment, since it was not known whether the "grande dame" could even push a barge. The experiment paid off and the regal working girl established a reputation as an efficient and powerful towboat. She never quailed from any assignment, whether pushing barges of riprap for revetment or towing dredges or barges of fuel oil for the river work of the Engineers.

As a rescue boat, MISSISSIPPI had no peer. During the floods of 1937 she combed

the flooded lowlands and gathered the frightened valley folk to her, opening her cabins and salon to them. During the regular river inspection trips she gallantly acted as hostess to passengers enjoying her gleaming staterooms while at the same time she might be pushing as many as sixteen barges before her workhorse bow.

While the outward typical packet appearance of MISSISSIPPI has been preserved, major mechanical improvements through the years have enabled her to hold her own in competition with more modern towboats until recent times. But with a conservatism that gladdens the heart of the American taxpayer, the Engineers have--where practicable--kept the equipment of MISSISSIPPI in operation. Thus the refrigerating plant installed upon an earlier MISSISSIPPI in 1908 still operated up to twenty-four hours a day when the present MISSISSIPPI retired. The original big bell and engine room signal bell pulls were still in use.

MISSISSIPPI had several masters during her first years, but most of her subsequent career was under two outstanding and colorful captains. The late Captain Bennie Bernstein, who enjoyed being referred to as the only Jewish steamboat pilot on the river, was her master from 1931 to 1946. During that time MISSISSIPPI served in the Vicksburg and New Orleans engineer districts and finally came to the Memphis engineer district. After 1946 Captain David M. Cook was her master. Captain Cook was in the third generation of a family of rivermen and became a deck hand on a river boat in 1929. Three years later he passed a stiff examination in which he drew from his memory a map of the entire lower Mississippi River from Cairo to the Gulf of Mexico, putting in every bend, daymarker, light and sandbar, and he became a river pilot. In 1946 he became master of MISSISSIPPI. Today he says of her, speaking for himself and crew, "She's a true queen."

As with all nobility, this queen had noble ancestors. The United States Congress created the Mississippi River Commission in 1879 to meet the growing need for improving the Mississippi River for navigation and for flood control. One of the duties of the Commission was to make inspection trips in connection with recommendation of policy and work programs. In 1881 the Commission was authorized \$45,000 for procuring an inspection steamer. This steamer was built in St. Louis and was named MISSISSIPPI. She was placed in service in 1882, and on April 28 of that year the Mississippi River Commission held its first executive session on board. In October of 1960 the seven-man commission, with Major General T. A. Lane as president, held its 261st session, the last to be held aboard the present steamer MISSISSIPPI, which is third in the line of inspection steamers of that name.

The 1882 ancestor of the present MISSIS-

SIPPI was 174 feet long, 32 feet of beam, and had a hull depth of 6 feet. The hull was constructed of wrought iron. The original boat had two batteries of Western River type boilers, three boilers to a battery, each boiler being forty inches in diameter and twenty-eight feet in length. The Rees propelling engines were taken from an unknown sidewheel steamboat. Each engine had its individual "ship-up" which required the engineer to have a helper to assist in changing the engines from ahead to astern. The engines were noncondensing with a stroke of seven feet and twenty-inch-diameter cylinders. The paddlewheel was of the staggered bucket type. Steamboat men acclaimed the vessel for its beautiful lines, for its smooth running with no vibration and for the sturdy wrought iron hull which had no need of braces or hog chains.

However, disaster lay ahead for this forerunner of the present MISSISSIPPI. In January of 1893 at Paducah, Kentucky, the entire superstructure of the steamer burned to the main deck line. The local fire department managed to put out the flames since MISSISSIPPI was moored close to the bank by steel cables. The charred boat was towed to St. Louis for repairs and construction of a new cabin.

From the year of reconstruction through 1918 this first steamer MISSISSIPPI was used by the Mississippi River Commission to make its spring and fall inspection trips from St. Louis to New Orleans. During that period "Her Highness" rolled out the red carpet for President Theodore Roosevelt, who made an inspection trip aboard her in 1907, going from Cairo, Illinois, to New Orleans. In 1909, President William Howard Taft climbed aboard at Columbus, Kentucky, and made the last lap of an inspection trip which ended in New Orleans.

It was decided in 1919 that the river royalty should lead a more diverse and useful life, and the steamer was transferred to what is now the U. S. Army Engineer District, at Memphis, Tennessee. MISSISSIPPI was converted to a towboat and was renamed PIOMINGO. After several years of service PIOMINGO was declared unserviceable as a towboat, so she was then stripped and used as a barge until 1928. The hull still remains in service under the ownership of Warner & Tumble Transportation Co. at Memphis, Tennessee.

The Mississippi River Commission selected the steamer LEOTA for conversion to an inspection boat in 1920. LEOTA was a dredge tender built in 1899. She was the fastest of a group of five towboats serving in the Memphis District--and fast she was! She was speedy enough, in fact, to overhaul and pass the famous old packet KATE ADAMS, the only towboat ever to accomplish this feat. LEOTA was now stripped down and her hull and machinery were sent to New Orleans. There new boilers were



MISSISSIPPI is bound upstream passing Four Mile Bayou Light in this Corps of Engineers photo. --Collection of Robert A. Misky



installed and a new cabin was completed in 1922. LEOTA was then renamed MISSISSIPPI, becoming the second to bear the name. But her new career was brief, ending when she was declared unserviceable in 1926.

The present sternwheeler MISSISSIPPI is thus the third inspection boat to bear the name. She was constructed in 1927 on the Ohio River, with a new hull, a new set of boilers and new propelling engines. This MISSISSIPPI received the cabin which had been built for LEOTA in 1922. Monkey rudders were added in 1931, along with towing knees and a reworked bow. This marked the beginning of the steamer's dual service as a towboat as well as an inspection boat. The staggered paddlewheel was replaced by a conventional paddle in 1933. The following year steel tubular pitmans were designed, constructed and installed, and the forward texas was extended as a permanent part of the upper works. So the existing sternwheeler MISSISSIPPI is made up from parts of two preceding steamers with various improvements added as

necessary.

In her travels the queen of the Mississippi River has worked the one thousand miles of the lower river below Cairo, two hundred miles of the upper Mississippi, over a hundred miles up the Missouri and Ohio Rivers, part of the White River, all of the Atchafalaya River, and one hundred miles of the Intra-coastal Canal from Morgan City to New Orleans.

MISSISSIPPI has had her moments of distinction, for she has acted as proud hostess to numerous Senators, Congressmen, Assistant Secretaries of the Army, the Chief of Engineers, and other high-ranking officials. The whole country had an opportunity to view her in all her glory when she appeared in a film strip on Ed Murrow's TV show and again in a live TV sequence on Dave Garroway's "Wide World" telecast in 1955.

The spirited blast of MISSISSIPPI's whistle was a heartening signal to those who live at the river's edge, to the workers on and along the river who fight a continuing battle to tame the great stream, to the crews of other boats that make up the steady traffic of the liquid highway, to those hurrying to attend public hearings in her lounge during inspection trips, and to just "folks" who happened to be near when the steamer's throaty notes floated out over the golden waters of the river. The steamer MISSISSIPPI has won an enduring place in the memories of the public she served so faithfully for many seasons. But Her Highness ran out of steam.

The announcement made by the Corps of Engineers that MISSISSIPPI would be decom-

missioned during the early part of 1961 provoked wistful regret. But the rigid, unsentimental code of the Army took the official attitude that MISSISSIPPI would remain in retrospect just another in a long line of workboats employed by the Corps of Engineers in accomplishing its task of controlling and improving the mighty Mississippi River.

At its yard in Pascagoula, Mississippi, the Ingalls Shipbuilding Corp. constructed a modern, twin-screw diesel towboat which took the place of the sternwheeler MISSISSIPPI. This boat, too, is called MISSISSIPPI, thus being the fourth inspection boat of that name. It is built in keeping with modern needs in river craft and will surely be sturdy and efficient, in step with the considerable progress of the U. S. Army Corps of Engineers in its gigantic river improvement project.

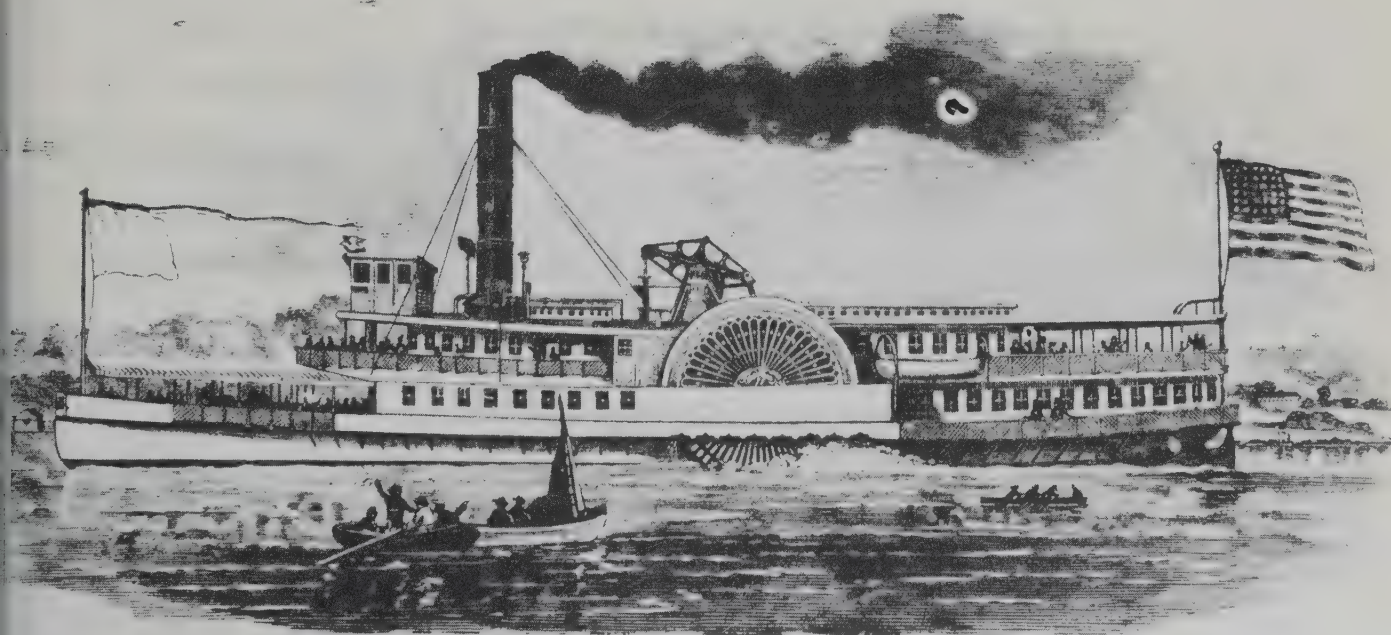
But softer folk than the Engineers feel that something is missing when the frothy wake churned up by the steamer MISSISSIPPI's paddlewheel is no longer seen on the river. Her passing marks the end of an era, for her counterpart will never again be found gliding over the inland waterways of America.

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ABOUT THIS ARTICLE:

A newspaper article from which the above was adapted appeared in The Lauderdale County Enterprise of Ripley, Tenn., on Sept. 9, 1960. Rep. Robert Everett of Tennessee inserted it the following February in the Congressional Record. There it was spotted by Rev. Alexander C. Meakin, who called it to our attention.

Mystery Picture





SIERRA NEVADA is shown in Key System orange in this photograph taken during the Golden Gate International Exposition of the 1939-40 World's Fair. --Photograph by Robert W. Parkinson

West Coast

Robert W. Parkinson, Editor
3051 Shattuck Ave., Berkeley 5, Calif.

Weekly passenger service between Seattle and Haines via Prince Rupert is planned by the new Seattle-Alaska Ferry Line, with a C2 freighter converted to carry 225 tourist passengers and 150 vehicles. Meals will be cafeteria style.

San Francisco Bay ferries sold at auction of Moore Dry Dock Company's equipment and supplies on Oct. 16 were RUSSIAN RIVER a NEW ORLEANS at \$15,500, EL PASO at \$17,500 and SIERRA NEVADA a EDWARD T. JEFFERY b FEATHER RIVER at \$19,750. The two former were bought for speculation by one buyer. SIERRA NEVADA was bought by the owner of Ports o' Call Restaurant in San Pedro and will be taken south.

Steam tug HERCULES, Camden-built in 1907, has been sold by the Western Pacific Railroad

and will be used for towing to Alaska after conversion to diesel.

Further supplement to Oceanic Steamship Company fleet list (SB xvi:113):
SIERRA 252355 a STOKES c HAWAIIAN BANKER d FANWOOD.

Further supplement to Matson Navigation Company fleet list (SB xvii:22, 78, 117):
85. HAWAIIAN BANKER (1961) a STOKES b SIERRA. Sold 1961, d FANWOOD.

BRENTWOOD Can.112243, built at Vancouver in 1902 as steam freighter CASCADE, of the Cascade Freighting & Towing Company, was later dieselized and rebuilt with a square bow for use as an auto ferry between Mill Bay and Brentwood on Vancouver Island. Her place having been taken by a new boat in 1960, she was reconverted into a freighter by her owners, Coast Ferries, Ltd. BRENTWOOD now runs on a bi-weekly freight service between Vancouver and various places on Bute, Toba and Loughborough Inlets. Her ports of call include such exotic names as Hole-in-the-Wall, Butterfly Bay and Cape Nothing. (NH)

Atlantic Seaboard

New York and Philadelphia Areas

Harry Cotterell, Jr. Editor
36 Alexander Street, Newark 6, N. J.

TAURUS 268549, a ten-ton, 52-foot diesel single-ender built at Holland Hook, Staten Island, in 1954, now has the distinction of being the smallest "ferryboat" in the Port of New York. She carries foot passengers only, between Port Richmond, S. I., and Bergen Point, N. Y., in the service of Sunset Ferry Company of N. J. Bow-on landings are made, and she is propelled by a large outboard engine swung over the stern.

According to The Waterways Journal of October 14, 1961, "John Pacuzzo, who has been operating mule-powered passenger barges on a four-mile stretch of the Pennsylvania Canal out of New Hope, Pa., is said to be contemplating running a sternwheel excursion boat on the upper Delaware River next summer." Your section editor wonders if it will be an enlarged version of Captain Fred Way's LADY GRACE and if it will be steam. To the best of his knowledge the last steamboat to navigate the Upper Delaware was the ALFRED THOMAS of Belvidere, N. J., which blew up with the loss of twelve lives near Easton, Pa., on March 6, 1860. A painting of this hung for long in the third floor corridor of the New York Public Library.

New England and Eastern Canada

Doris V. Green, Editor
126 Broad Street, Groton, Connecticut

With the passing of the summer season, boating around here is almost at a halt, with only the year-around runs continuing.

A few weeks ago I discovered a new (that is, new to me) boat, VIKING, upon which I had the privilege of making an excursion. This 51-foot, 200-passenger, 240 h.p., twin-screw diesel is the property of Newport Co-operative Enterprise. The co-operative was formed by a group of people working at Quonset Point. They bought shares and had VIKING built to run in the place of QUONSET between Newport and Quonset Point. When not making her regular trips, VIKING is available for charter work. This has proved to be a successful little boat and has been practically trouble-free since being built in 1954 at Warwick, Rhode Island.

BRINCKERHOFF has made the headlines again! Resentful at being grounded, she broke loose during the hurricane of Sept. 15, and crossed the Pawcatuck River to the Rhode Island shore. The next day she was riding contentedly in the middle of the river, and clearly showed her happiness in floating freely once again. Alex Whewell, her owner,

has honored her by naming his new marina the "Brinckerhoff Marina".

At this time CATSKILL is at the Thames Shipyard in New London with her ventilators covered with canvas. I can't find out the story, but will send along anything I hear.

Most of the Interstate Navigation fleet is in winter quarters at Shaw's Cove, New London.

D. L. MACLAREN Can.197496 is a six-year-old diesel double-ender with a reputation of being hard to steer. She plies the New Brunswick Provincial Ferry across the Kennebecasis River at Millidgeville.

"Too many moving parts keep the \$150,000 ROBERT J. IRVIN.....idle in Drury Cove." So reads an illustrated article on her in the Saint John Telegraph Journal of Oct.14, 1961. This diesel double-ender was built in 1959 by the York Structural Steel Company at Fredericton, N. B., to replace D. L. MACLAREN on her Kennebecasis River run between Kingston and Millidgeville. She has extra-long bow and stern landing ramps. Her engines are mounted diagonally opposite each other with rotatable propeller heads on long shafts that can be raised or lowered according to the depth of the water. "In test runs the vessel proved difficult and complicated to handle and except for a few relief runs it has not been used," concludes the article. (HC)

Chesapeake Bay and South

John L. Lochhead, Editor
The Mariners Museum, Newport News, Va.

The 65-foot passenger vessel COASTAL QUEEN is now making fifteen-day cruises from New Jersey to Florida on the Intracoastal Waterway. She accommodates six passengers and is operated by Dale Boat Lines, Inc., of Bay Head, N. J.

Harry Jones writes that in October the following excursion boats were tied up at Washington: DOLLY MADISON, MARTHA WASHINGTON, CHIPPEWA CHIEF, MOUNT VERNON, THE DIPLOMAT, HUDSON BELLE and SEA BELLE.

At Baltimore are tied up JOHN A. MESECK, BAY BELLE and POTOMAC.

At Norfolk are GENERAL and SIGHTSEER.

The Norfolk, Baltimore and Carolina Line's trailer ships emerged from the conversion yard not as MARYLANDER and VIRGINIA, but as VIRGINIA CLIPPER and MARYLAND CLIPPER. They are intended for service between Norfolk and Baltimore, but had not gone on the run by mid-October.

Moore-McCormack Lines' BRASIL called at Norfolk October 7 to embark 78 passengers for a thirty-day cruise to South America.

Hurricane Esther swept such heavy seas inside the Virginia Capes in September that ferry service was cancelled between Kiptopeke and Little Creek.



FRANK J. HECKER

(EJD)

Great Lakes System

Duluth to Niagara

Rev. Edward J. Dowling, S. J., Editor
University of Detroit, McNichols Road
at Livernois, Detroit 21, Michigan

Twice recently Steamboat Bill has shown photographs of the Great Lakes freighter PERSEUS a FRANK J. HECKER of 1905. PERSEUS was featured in "Pilot House" in SB xvii:98, and appeared in this regional column in SB xviii:17 accompanying the announcement that the old freighter was to be scrapped in Europe. This time we picture her when she was new in 1905, then one of the larger bulk freighters of the Lakes and the pride of her owners, the Gilchrist Transit Company. She was named for Col. Frank J. Hecker (1846 to 1927) of Detroit who made his fortune in the manufacture of railroad cars and who later served the Army as Chief of the Division of Transportation in the Spanish-American War.

While under tow of the British tug ENGLISHMAN bound to Genoa for scrapping, PERSEUS was damaged by Hurricane Debbie off the Azores, and two of her crew were injured. While the tug was taking the casualties to the Azores Islands, the PERSEUS apparently foundered. On September 19 she was officially reported as lost. This section editor had a delightful trip on PERSEUS in 1955 for eight days, bound Detroit to Duluth with deckload of autos; ore from Superior, Wis., down to Ashtabula, Ohio; and back to Detroit in ballast.

FRENCH RIVER is a new containerized cargo vessel completed at Collingwood in August for Canadian General Electric Company for longtime charter to Canada Steamship Lines. Her dimensions are 403 x 60 x 39, and her propulsion is diesel-electric. Her sister vessel, ENGLISH RIVER, joined the C.S.S.L fleet in October.

BRITANNIA, recently a tug and once a running mate of COLUMBIA and STE. CLAIRE (SB xvii:114), has been sold for scrap. She

has lain idle at Duluth for almost a decade. BRITANNIA was cut down to a tug in 1942 and for some years was used to tow log rafts upon Lake Superior.

Niagara to the Sea

Daniel C. McCormick, Editor
1 Isabel Street, Massena, New York

TADOUSSAC, Canada Steamship Lines' big St. Lawrence and Saguenay cruise steamer, was off her run for the rest of the season after her encounter with the Cunard Liner CARINTHIA. The collision occurred at 4 a.m. on August 30, thirty-five miles west of Quebec City. Part of TADOUSSAC's port side superstructure was torn away and she suffered damage to three boats. (RWS)

PERE NOUVEL is the new name chosen for the former Michigan State Ferry VACATIONLAND b JACK DALTON. The 344' diesel double-ender left the shipyard at Port Weller Oct. 26, after an extensive refit. Compagnie Navigation Nord-Sud, Ltee., of Rimouski, Quebec, acquired the vessel for \$1.2 million to ply between Rimouski and Baie Comeau on the lower St. Lawrence River.

Two former Port of New York diesel double-enders were broken up away from home this past summer at Ogdensburg. WEEHAWK a W. A. BALDWIN 226166 had been one of the original six vessels in the Electric Ferry fleet dating from 1926, while JOHN J. WALSH 236932 had been built in 1932 for Westchester Ferry Corp. During construction of the St. Lawrence Seaway they maintained a temporary ferry service across the St. Lawrence between Raquette Point, N. Y., and Cornwall, Ont., while a new highway bridge was being built.

Toronto Transportation Commission ferry services between the city and the islands across the harbor continue to employ diesel double-enders SAM McBRIDE, THOMAS RENNIE and WILLIAM INGLIS a SHAMROCK. Their composite-hulled T. J. CLARK, a single-ended screw steamer built 1911 and formerly used for freight trips and owl service, was broken up this past spring. Sidewheel double-ender TRILLIUM remains relatively intact but out of commission at the islands. "Perhaps the most ugliest-looking double-ender ever built," says Harry Cotterell, Jr., is AIRPORT FERRY Can. 156848, a diesel-engined cable ferry running every quarter hour from foot of Bathurst St. to serve Toronto Airport. The steel scow-shaped hull was built in 1930 at Port Dalhousie, Ont., as drill boat ROCKVILLE. (JHB)

MORRISBURG a H. C. M. 17, the former Morrisburg-Waddington Transportation Company ferry, is now employed as a "goelette" under the same name on the lower river by her new owner, Romeo Lavoie, of La Petite Riviere, St. Francois, Quebec. By early fall the venerable Department of Transport tender ARGENTEUIL will also have joined the number of vessels converted to use as "goelettes"--

small pulp and cargo carriers for the minor ports of the middle and lower river. Conversion of ARGENTEUIL at Tadoussac included stepping a new mast and reworking her superstructure for a larger hold. (ISB)

Canal-sized freighter NORMAN P. CLEMENT was towed from Toronto to Port Weller Sept. 9 en route to Sarnia. Upper Lakes Shipping Ltd. sold her to James Reid of Sarnia for conversion to a tanker to carry chemicals. (JK)

During the month of August, four of the old 230' package freighters of Canada Steamship Lines went to the wall. Steelfactors, Ltd., of Montreal, purchased CITY OF KINGSTON of 1925, CITY OF TORONTO of 1926, and CITY OF HAMILTON and CITY OF MONTREAL, both of 1927. Laid up at Kingston for the past three seasons, the four were towed to Lauzon for scrapping by the Pyke Salvage Co. tug SALVAGE MONARCH. An increase in business brought on by strikes of longshoremen at Toronto and Hamilton put CITY OF WINDSOR of 1929 back into service for four weeks. Again laid up at Toronto, she may have escaped the scrappers at least temporarily. (JK)

By early fall scrappers at Port Weller had reduced the canal-sized freighter MANITOULIN a IMARI b DELAWARE c EMPIRE ROTHER d MANICOUAGAN i e WASHINGTON TIMES-HERALD. At the same yard awaiting their turn were JAMES STEWART; LABRADO a NEW YORK NEWS i b SHELTER BAY; and WELLANDOC a EDWARD L. STRONG b SHERBROOKE c AROSA d IDA O. Cut up at Port Colborne. (JK)

In October member Capt. Geoffrey Hawthorn went into Quebec City with the former McCarthy freighter SWEDEN and reported that PIONEER was there awaiting tugs for the long Atlantic tow, while LETHBRIDGE was to be scrapped locally. CORNELL went downriver on Columbus Day, also bound for an overseas destination.

Hall Corporation of Canada sold their canal-sized freighter JOHN H. PRICE to Ship Repairs and Supplies, Ltd., of Toronto, for scrap. She was towed to Toronto Sept. 17 by Canadian Dredge and Dock's tug G. W. ROGERS. JOHN H. PRICE was a sister of WALTER B. REYNOLDS ii b TRENTON and of MONT LOUIS which was torpedoed in World War II. The PRICE had been rebuilt in 1952 after her back was broken on the shore at Ste. Anne de Morts, where she had been driven by a November gale in 1951. JOHN H. PRICE was the first ship--and the second going upriver--with Labrador ore.

Hall Corporation's only large bulk freighter (other than lengthened canallers) is the 730-foot LEECLIFFE HALL ii. She came to Quebec City from Scotland on the last day of August and had her hull stiffeners taken out and her hatch opener installed before she proceeded upriver on her maiden voyage. An inspection at Montreal revealed minor turbine damage and waste materials in her lube system and repair parts were flown in from Govan, Scotland. Captain Walter M. Bowen of LEECLIFFE HALL had been master of the afore-



JOHN H. PRICE

(DCM)

mentioned MONT LOUIS when she was torpedoed.

The new laker CANADOC ii of N. M. Paterson & Sons, Ltd., was christened on July 19 at the Davie shipyard in Lauzon, Quebec. The 15,000-ton vessel was launched in May. (GA)

PIONEER CHALLENGER a NESHANIC b GULFOIL (SB xviii:53) passed upbound through Iroquois Lock on July 9 with Seven Islands ore bound for Cleveland. The former T3 tanker was rebuilt for Cleveland's Pioneer Steamship Co. at Baltimore.

Island Shipping Limited's new laker NORTHERN VENTURE a VERENDRYE b EDENFIELD arrived July 3 at Port Weller for removal of stiffeners installed for the transatlantic crossing. On Sept. 7 her owners re-registered her at Toronto along with their WHEAT KING a LLANDAFF due to labor troubles which had plagued them. Late in the month the third member of this fleet, HILDA MARJANNE a GRANDE RONDE b KATE N. L., was still dockbound at Port Weller awaiting improvement in the grain trade. (JK)

The Danish Lauritzen Line plans to continue winter navigation from British and Continental ports to the St. Lawrence River as far as Three Rivers. It pioneered this service three years ago. For the coming winter season the firm has selected HELGA DAN, THORA DAN, MANJA DAN and RIMJA DAN, all of which are specially reinforced for navigation in ice. (GA)

Similar purposes are entertained by Canadian Pacific, which has chartered the package freighters ESKIMO and FORT CHAMBLY from Canada Steamship Lines. Between mid-December and mid-March they will run from Quebec to Liverpool, London and Antwerp. ESKIMO had been built in 1959 for service in Hudson Bay and arctic waters, and has made previous trips to Great Britain. FORT CHAMBLY came out this year. (N. Y. Times, Oct. 29, 1961)

The Norwegian freighter ARTEMIS was burnt out at Botwood, Newfoundland, resulting in death to three of her crew, caused by a fire which swept the Botwood waterfront. On Aug. 28, still burning, she arrived at Halifax in tow of FOUNDATION JOSEPHINE. (GA)

Inland Rivers

Schedules for the 1962 season have been released by Greene Line Steamers for DELTA QUEEN and by Steamer Avalon, Inc., for AVALON.

DELTA QUEEN will make six three-week cruises to New Orleans from Cincinnati, leaving February 24, March 24, April 14, May 12, September 29 and October 20. The first of these will again coincide with the Mardi Gras celebration in New Orleans. This cruise will not be repeated for another four years due to early Easter dates in coming years bringing the prospect of inclement weather and ice in the river.

Beginning June 23, DELTA QUEEN will make ten one-week cruises to Kentucky Lake, Tenn. The thousand-mile tour of the Ohio River will be provided in two consecutive ten-day cruises from Cincinnati which may be made into a twenty-day package. The first will depart on Junel downriver for Reelfoot Lake, just below the point where the Ohio empties into the Mississippi; the second departs June 12 upriver for Pittsburgh (see article on page 103 in this issue).

The remainder of DELTA QUEEN's schedule will include the twenty-day cruise departing September 8 for the upper Mississippi to St. Paul, Minn.; a two-day Kentucky Derby cruise to Louisville; and a three-day Labor Day trip beyond Louisville. New lock and dam construction eliminates the Tennessee River cruise to Chattanooga, Tenn., until 1963. Schedule information will be available from Greene Line Steamers, Inc., 300 Public Landing, Cincinnati 2, Ohio.

AVALON's barnstorming excursion schedule starts at Cincinnati on April 6. During that month she will visit Cumberland River stops beyond Nashville and continue down the lower Ohio River as far as Cairo. May will take AVALON down the Mississippi as far as Memphis and then back up the entire Ohio River to Pittsburgh, where she shall be based from June 1 to June 18. Late June will find her downriver into the Kanawha and in the Cincinnati and Louisville areas. July will be spent on the Tennessee River as far as Knoxville; August along the upper Mississippi; and early September on the Illinois River. Visits to the lower Mississippi will complete the season, bringing AVALON to New Orleans by October. Further information on specific dates will become available from Steamer Avalon, Inc., Att'n: Betty Blake, 229 E. Sixth Street, Cincinnati 2, Ohio.

Another route was stricken from the roster of ferries when a new highway bridge spanning the Ohio River at New Martinsville, W. Va., was formally dedicated and opened to traffic. At the same time (4:30 p.m.) the New Martinsville Ferry Company discontinued operation of a 167-year-old service (see page 105 in this issue).



"In the Grand Saloon of an Inman Steamer," from Ocean Steamships, New York (Scribner's), 1891. Page 114.

IN THE MAIN SALOON

The writer of the following letter is General Manager of the Indianapolis Star and News.

401 Buckingham Drive
Indianapolis 8, Indiana
October 17, 1961

To the Editor:

The chart of the steamboats on the Florida to Georgia and South Carolina routes in the current Steamboat Bill is a most interesting and effective way of presenting the vital facts and statistics concerning steamships and steamboats of the past.

Why couldn't similar charts be prepared and presented for the Fall River Line, D & C Navigation Company, and others?

Sincerely,

William A. Dyer, Jr.

Steamboat Bill agrees that such charts give meaning to articles discussing regions whose geography may not be apparent to the reader. Regarding charts published independently, Steamboat Bill would gladly run them if readers would prepare them, preferably including some notes explaining chronology, routes, events and the like. --GPB

Miscellaneous Reading Notes:

An illustrated article on Captain S. Boyd Chapman, master of the Old Bay liner CITY OF RICHMOND, appeared in the Baltimore Sunday Sun Magazine October 1. It was written by R. H. Burgess, SSHSA member and Curator of Exhibits at the Mariners Museum.

A fine 80-year history of Hitachi Shipbuilding & Engineering Company, with many ship pictures, is contained in the March, 1961, issue of Hitachi Zosen News, published by the company at 25 Nakanoshima 2-chome, Kita-ku, Osaka, Japan.

L. D. Moore, Jr., of 2102 Parker Ave., Portsmouth, Va., is offering for sale a large part of his collection of steamboat, ferryboat and tug pictures and negatives.

Reviews

Send books for review, reading notes and contributed reviews to: C. Bradford Mitchell, 7019 Shore Road, Brooklyn 9, New York.

Women and Children Last. The Loss Of The Steamship ARCTIC, Alexander Crosby Brown. New York 16 (G. P. Putnam, 200 Madison Ave.), 1961. 255 pages. Ill. Appendixes. Index. \$4.50.

September 27, 1854, looms dark on America's maritime calendar. On that date the Collins liner ARCTIC, one of the largest and fastest afloat, sank in collision with the little French propeller VESTA, drowning the most people ever to go down with a United States-flag transatlantic ship. It was a disaster which put a metropolis in mourning, shocked a world by the brutality which denied survival to a single woman or child, and tolled a seventy-five-year eclipse for American ocean shipping.

Yet, in almost eleven decades since, no book-length account had been published of this revolting, heroic and baffling episode. Last summer the gap on the shelf was filled--and very ably--by Mr. Brown. Few qualify better to write such a book. Besides his distinguished record as nautical historian and publicist, he has, so to speak, a vested interest in the disaster. President James Brown of the Collins Line lost six of his immediate family with ARCTIC, and his great-grandson grew up in the lengthening shadow of that domestic tragedy. Readers may recall that in 1954 he published, as a sort of a progress report on this lifelong research, an article under the same title.

His book is the work of a man who has come as near to living the ARCTIC disaster as anyone of this century can. Widely researched and thoughtfully reconstructed, it has the ring of credibility, even though its author admits the imperfections of the record and says he doubts that "the debacle of loading the lifeboats" could have been accurately and impartially described "even right after the events took place." Despite this haziness, he creates, and to a remarkable degree documents, acts of heroism and cowardice, of terror and endurance. If he shows less charity toward the moral frailties of frightened men than toward the physical ones of women and infants, a descendant of James Brown can hardly be blamed. Occasionally, but only occasionally, one feels that he is a bit too ready to damn dead men on hearsay evidence.

Particularly praiseworthy are the book's pre-disaster account of ARCTIC and her sisters, and its detailed narration of VESTA's career before, during, and after that foggy day on the Grand Banks. Mr. Brown also does a fine job of recreating the community revulsion against the disaster at St. Johns and at New York.

The Society is pardonably proud that

this book's author is one of its earliest members.

The Ismay Line. The White Star Line, and the Ismay family story, Wilton J. Oldham. Liverpool 2 (Journal of Commerce, 17 James St.), 1961. 283 pages. Ill. App. Index. 30s.

Long missing from ship bibliography, and long needed, has been a history of the White Star Line--still a name to conjure with when this Society was formed. Mr. Oldham's book supplies this lack very well.

His purpose is threefold: to tell the tale of the Ismay family in shipping; to chronicle the White Star Line, their principal enterprise; and to clear the memory of J. Bruce Ismay, tarnished in the searing emotional explosion touched off by the TITANIC sinking, which took 1500 lives but left Ismay alive in a boat. His method is to sift patiently through judicial records, the memories of survivors and friends, and above all a mass of letters and personal papers opened to him by the Ismays.

His success is various. The story of T. H. Ismay and his family is well told, if not outstandingly dramatic. The most interesting personality to emerge is that of Maggie Ismay (Mrs. T. H.), because of her spirited and appealing letters. The history of Ismay, Imrie & Co., the Oceanic Steam Navigation Co., and the I. M. M., with sidelights on Harland & Wolff, is sound and valuable, but makes rather pedestrian reading because of the author's needlessly prolix quotation of letters and documents. Such materials, much of which belongs in an appendix, occupies roughly two out of every five pages.

The author's purpose in using this method seems to be to support as solidly as possible his defense of Bruce Ismay. Such a defense was certainly called for, if only because the recent rash of retellings and dramatizations of the TITANIC disaster have inevitably revived something of the contemporary journalistic image of its chief scapegoat. Mr. Oldham is to be complimented on restoring dignity and credibility to Ismay's memory, even if he does not find fully satisfactory answers to all questions, simply because they are not to be found.

Ships and Shipwrecks of Door County, Wisconsin, Arthur C. and Lucy F. Frederickson. Box 272, Frankfort, Mich. (Published by the authors), 1961. 72 pages. Ill. Paperback, 6" x 9". \$2.00 postpaid.

This fourth pamphlet, dealing with a phase of the history of northern Lake Michigan, is every bit as good as the earlier Frederickson booklets on the Ann Arbor and Pere Marquette Car Ferries. Ships and Shipwrecks of Door County reflects Captain Frederickson's interest in and knowledge of the disasters of northern Lake Michigan, an area in which his findings are the recognized

authority. The booklet is well illustrated with clear, sharp cuts of rare subjects. There are about seventy-five pictures in the booklet; forty-five vessels are described. We recommend this booklet. EJD

Wyt's Digest of Dutch Shipping and Shipbuilding (7th ed.). Rotterdam (Wyt, 111 Pieter de Hoochweg), 1961. 382 pages. Ill. Dfl. 25.

Wyt's Digest is too familiar to our members to require introduction, or any special comment beyond the welcome news that the 1961 edition maintains the high standard of interest and utility set by its predecessors. As usual, it lists and gives particulars of all vessels built in Dutch yards during 1960, including a photograph of almost every one. Prefixed is a series of eleven illustrated articles on various aspects of Dutch shipping and shipbuilding. This year's volume testifies to the further decline of steam, which powers only ten ships built in 1960--all tankers. Passenger craft were almost nonexistent, numbering only four motor vessels: KONINGIN WILHELMINA (3900), PRINSES IRENE (330' double-ended ferry), PIETER CALAND (165'), and ROT-TUM (120').

Fire Aboard. The Problems of Prevention And Control in Ships And Port Installations, Frank Rushbrook. New York 7 (Simmons-Boardman, 30 Church Street), 1961. 480 pages. Ill. Index. \$12.00.

Although Fire Aboard is a technical work for professional maritime firefighters and fire-preventers, addressed chiefly to such topics as legislation, procedures, and equipment, it contains over one hundred pages of direct interest to this Society. These comprise six chapters of historical matter, with emphasis on shipboard and port fires of recent decades.

Especially valuable are a listing of some two hundred ships lost by fire since 1800, and two chapters describing in detail, from a fireman's viewpoint, the destruction of MORRO CASTLE, EMPIRE WINDRUSH, SEISTAN, NORMANDIE, NORONIC and EMPRESS OF CANADA. Among selected accounts of recent port disasters appear the Bombay explosion, the Texas City catastrophe, and the Luchenbach pier fire in Brooklyn.

A score of photographs of major ship fires enhance the book's historical value.

Steamboats on the Ganges, Henry T. Bernstein. Calcutta 13 (Orient Longmans, Ltd., 17 Chittaranjan Avenue), 1960. 230 pages. Ill. Index. Rs. 15.

In spite of a far-off imprint and equally remote subject matter, this is a piece of American scholarship, originally a doctoral dissertation at Yale. It is concerned with the introduction of steam navigation on the Ganges River by the British East India Company in the 1820s and 1830s.

There are certain parallels with the introduction of the steamboat on the Mississippi. Both rivers were long and tortuous streams, varying in depth and current. Land transport in both instances was thoroughly unsatisfactory, and the various Indian "country boats" were about as inadequate as our keelboats and flatboats. The Indian climate was vastly more difficult than the American and in contrast to the lightly populated Mississippi Valley, the Ganges had uncounted millions of poverty-stricken natives. Whereas Mississippi navigation was a competitive business from the outset, the Ganges service was a monopoly of the East India Company. The Ganges steamers were mainly British sidewheelers, powered with low-pressure engines that were markedly inferior to the high-pressure engines of the Western Rivers. On the other hand, the Ganges saw early introduction of iron hulls (1834), which were more effective against the snag menace than anything the Americans had.

Bernstein is not a specialist in marine history, but rather a general historian of science and technology, with strong interests in the social consequences of technological change. Accordingly, he is less exclusively preoccupied with ships than most SSHSA members would be in such a history, and more concerned with social and political ramifications of technological advance. The pure marine historian will find plenty of meat in the volume, however, and few readers, whatever their tastes, are likely to deny that it is a first-rate piece of marine history.

George W. Hilton

The Building of The Cape Cod Canal, 1627-1914, based on a dissertation by William James Reid for the Boston University Graduate School. Privately printed, 1961. 131 pp. Ill. Index.

Too little has been known, even locally, about the constructional and operational history of the Cape Cod Canal. Now Eleanor Belmont, wife of the late August Belmont, under whose direction the Canal was built, has made possible the publication in abridged form of Dr. Reid's dissertation on the subject. All students of American waterways and coastwise navigation owe her a vote of thanks.

The book traces the proposals, studies, and struggles which occupied almost three hundred years before a canal was completed across the Cape's narrow base. It tells in detail of the ultimate opening of the passage between 1909 and 1914, of its use in two world wars, and of its acquisition and improvement by the Federal Government. Echoes from steamboat days include numerous references to the Boston-New York liners MASSACHUSETTS, BUNKER HILL, BOSTON and NEW YORK. A dozen photographs, mainly from the construction era include member Loren Graham's view of ROSE STANDISH leading the inaugural ship parade on July 29, 1914.

heard On The Fantail

Send FANTAIL views, reminiscences, notes on steamship and steamboat operation, and news of members to:

Jay Allen, 2 Saffer Court,
Urbana, Illinois

Well, Sir, I sat down on October 8 to prepare to meet the FANTAIL deadline of October 17. But for some reason I decided to follow Great Uncle Jonathan's advice instead: "Don't do it today if you can do it tomorrow." Sure enough! "Tomorrow" brought the Summer B, with its "Mystery Picture," and within a week there followed three "solutions."

The first was from Ken Haviland pegging her as "the Leyland liner VENETIAN (1882), wrecked near Boston (I believe on the North shore) in March, 1895. I do not know the exact place, date or circumstances of her loss..."

The next day brought a letter from Willard Howarth which says, "in my files I have a post card of the Leyland cattle steamer VENETIAN, and my notes on the back, placed there some twenty years ago, read thus: 'VENETIAN, built 1881 by Palmer's, 423' x 41', and wrecked in Boston harbour, March 2, 1895, on State Ledge, Governors Island, outbound from Hoosac Docks, Capt. Farthington, with 695 sheep, 845 cattle. The ship's bell is in the Boston Port Authority, Custom House Tower.' My picture (without the commercial) is taken from the same position, and the masts, funnel, auxiliary funnel, escape pipes, vents, cargo side ports all check. The ship on Leyland livery has a broken back. The side rupture in the Bill picture shows just forward of the 'O' in the 'NO' of the ad. Someone in Boston must have gotten the idea of the ad from the GREAT EASTERN beached near Liverpool some years before, with 'Lewis's Dept. Store' painted all over the hull."

Finally, Victor Darnell also suspects the VENETIAN, saying that "she was built by Palmer's of Newcastle, England, ...for the Leyland Line. Some of the earlier vessels in this line came from the Bibby Line, and Leyland was intimately connected with it. The wreck certainly looks like a Bibby vessel with four masts and single stack." For the benefit of anyone interested in making a further check, he notes that the Stebbins Collection at the Society for the Preservation of New England Antiquities in Boston, Volume 13, pages 81 and 82, shows two pictures of the VENETIAN wreck. "My notes do not indicate any advertising signs, but the photos were undoubtedly taken soon after the casualty."

Many thanks, Gentlemen. Any Fantailers have any other candidates for the identity of the "Mystery Picture" (SB xviii:62)?

Our Fantail view offers a pleasant reminder of the SSHSA Labor Day outing between New York and Albany, even though the picture was not taken on that occasion. This lively

view was contributed by our former editor, Frank Braynard, with this comment: "The picture...was taken by Bob Amon, formerly Chairman of the New York Chapter and now the managing editor of the NMU Pilot. It was snapped at West Point as the STUYVESANT swished in and missed her first effort to land. There was no one on the pier to receive her lines. Jay Quinby, our member extraordinaire, tried valiantly to pick up the line and stop the vessel single-handedly, but wisely gave up and let her race past. By an odd coincidence my aunt and uncle, who I did not know were aboard, are shown on the upper deck leaning over. Half an hour later we met them, to our mutual surprise."

And now we come to the long-promised discussion of "Great Lakes whistle signals from pilot house to engine room versus the New York and East Coast variety," by Captain John S. Blank III. If you were with us "on the Fantail" on the trip of Winter, 1960 (SB xvii:126), you will recall that Captain Blank's remarks came in response to those which Captain Frank E. Hamilton had made at the Fantail session in June, 1956 (SB xiv:56), concerning the very skillful ship handling to be found on the Great Lakes. At that time Captain Hamilton said:

"We have a different set of engine room signals up here. The jingler was discontinued about 1900. The gong or a small working whistle on the boiler is used. The tugs use this whistle instead of the gong as it is faster. When they are working ahead, two whistles for full astern; when working astern, two whistles for full ahead. There are no stop and start signals and these tugmen don't take a back seat from any of the coast men..."

To this Captain Blank now replies, "I think I can give a candid personal view. I have pulled both. First it may be well to point out that the basic gong and jingle system is the same on all salt water craft, except on Navy launches and tugs. But the signals for such intermediate speeds as dead slow, or for stronger than the one bell for slow ahead, e. g., do vary. These are all recognized, however, but not compulsory. On the other hand the Great Lakes code of bell signals is compulsory, as stated in the Pilot Rules for the Great Lakes and Tributaries. Therefore I must take exception to Captain Hamilton's statement as he has omitted two signals: a) four whistles for "strong" or "full speed"; b) three whistles for "check" or "slow". Both apply in either direction. With the exception of going from full ahead to full astern, I find them slow and cumbersome."

"Shortly after reading Captain Hamilton's remarks of June, 1956, I was assigned as one of three captains to the steam tug WILLIAM A. WHITNEY (220054) of Duluth, towing on the St. Lawrence. With the above in mind, I kept a record of the whistles I pulled on one

short tow, and have compared them below with what they would have been had the tug hailed from the Port of New York.

Movement: Tug WHITNEY from alongside a light dump scow (MCS #15) to alongside a scow (MCS #14) loaded with 132 cubic yards of mud and lying at the dredge M. SULLIVAN, off Chimney Island, Ogdensburg, N. Y. Then took loaded scow to dump.

<u>Engine</u> <u>of Tug at</u> <u>Present</u>	<u>Speed</u> <u>Desired</u>	<u>"Great</u> <u>Lakes"</u> <u>Whistles</u> <u>Pulled</u>	<u>Equiva-</u> <u>lent on</u> <u>New York</u> <u>Harbor</u> <u>Tug</u>
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a) From Scow #15 to Scow #14

Stopped	Slow ahead	1 whistle	1 bell
Slow ahead	Stop	1 whistle	1 bell
Stopped	Slow astern	2 whistles followed by 3 whistles	2 bells
Slow astern	Stop	1 whistle	1 bell

b) Loaded Scow to Dump

Stopped	Slow astern	2 whistles*	2 bells
Slow astern	Slow ahead	1 whistle --pause-- 1 whistle	2 bells
Slow ahead	Full ahead	4 whistles	1 jingle

c) Forty minutes later

Full ahead Slow ahead 3 whistles** 1 bell

* "Check" of three whistles was not needed since engineer was watching out of the porthole.

** On pulling the first of the three whistles, only condensate water hissed out, the last two sounding. Upon hearing just two whistles, some engineers might have immediately thrown the links to astern, but Chief Engineer Lowandowski heard the hiss and gurgle, luckily, and answered correctly.

"While the above table shows some of the differences between the bell and jingle signals versus whistles, it also indicates that the bell and jingle system is faster. I base this on two facts. In the first place, the actual ease of bell-pulling on all that I have touched is quickly appreciated when you grab a Great Lakes engine room whistle signal. For, as in grabbing the horn of a bull, you have got to give it quite a yank to make it blow.

"Secondly, in most cases, despite the extra jingle in the bell system, the bell signals can be completed faster than the whistle signals. For example, on a New York



PETER STUYVESANT

--Photograph by Robert Amor

harbor tug, from stop to full ahead it's one bell and a jingle. On the Great Lakes it's one, and then four bells or whistles (depending on what the vessel is equipped with). From full ahead to full astern in New York is four bells and a jingle. On the Lakes it's two, then four.

"Of course, a few years ago pilot house-controlled vessels were in the minority. Today bell pulls in use are almost an oddity, so that such a discussion as this is fast becoming 'purely academic.'"

For the "News-about-members" department I have word from Captain Walter E. Scott that "Mrs. Scott and I moved back from New York to live again in Maine permanently." Their new mail address is P. O. Box 248, Bucksport, Maine. He also has a story about the PENOBSCOT for our next Fantail session. We've had only one report of mooring lines being held at landings instead of on board steamers, but hope for more by next trip, along with more about the "steamboat school" on the Fall River Line wharf in New York. There will also be room for a brand new topic. So get those typewriters and/or pens busy, Fantailers! Flood the mails to

Yours truly,
STEAMBOAT BILL

THE STEAMSHIP HISTORICAL SOCIETY OF AMERICA, INC.

The Steamship Historical Society of America was established in 1935 as a means of bringing together those amateur and professional historians interested in the history and development of steam navigation past and present. Incorporated in the State of Virginia in 1950 as a tax-exempt educational corporation, the Society maintains close cooperation with many museums throughout the United States and Canada, including the Peabody Museum at Salem, Mass., The New York Historical Society, and the Mariners' Museum at Newport News, Virginia.

The Society conducts many interesting activities in which all regular members can participate. They include the following:

1. Subscription to quarterly journal, STEAMBOAT BILL. This is included in dues.
2. MEETINGS. National meetings are held at regular intervals and usually include visits to ships, museums, etc. Actual steamship trips are included whenever possible. Society chapters, of which there are several, hold monthly meetings with similar programs.
3. SPECIAL PUBLICATIONS. In addition to its quarterly journal, the Society from time to time publishes reprints of scarce articles on steamboat and steamship history. These are available to members almost at cost. In 1952 the Society published a complete list of all registered and enrolled steam vessels of the U. S. from 1807 to 1868. This volume called THE LYTLE LIST is available at \$5.00. The Society in 1959 published ADVERTISEMENTS OF LOWER MISSISSIPPI RIVER STEAMBOATS, 1812-1920, a compilation by Leonard V. Huber. This alphabetically arranged volume of newspaper advertisements affords comprehensive data never before easily accessible on lines, schedules, operations, personnel, and on more than 1000 individual steamers.
4. LIBRARY. A new location has been acquired in the New York area at 4 Broad Street, Stapleton, Staten Island. The Society's extensive reference library is currently being moved there from the former location in Rhode Island. Announcement will be made when the Library is ready to serve our members.
5. PHOTO BANK. The Society possesses a file of some 10,000 photographs of steam vessels, including several unique private collections. The negative files will be brought to the new Library; cataloguing and resumption of sales to members will follow.

Anyone seriously interested in steam or other power driven vessels, past and present, is eligible to apply for membership in The Steamship Historical Society of America, Inc. Dues are in various classes, beginning at \$4.00 for Annual Members. Members of the national organization are eligible to join chapters.

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